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The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1937.—VOL. XLII.

London, Saturday, October 5, 1872.

[WITH SUPPLEMENT.] {PRICE FIVEPENCE.
{PER ANNUM, BY POST, £1 4s.

MR. JAMES CROFTS, STOCK AND SHARE BROKER,
No. 1, FINCH LANE, CORNHILL
(ESTABLISHED 1842).
HOLDERS of Mining Shares DIFFICULT OF SALE in the open market may find
purchasers for same through Mr. CROFTS' agency.
SPECIALY RECOMMENDED.—BELOWNA BEACON (Tin) shares, fully paid.
A good discovery has been made at the mine. BUSINESS AS BUYER or SELLER.
CASTLE AN DINAS (Tin).—Special business in these shares, which should be bought
for an early rise. The property is paying good dividends, which the agent states
will soon be doubled. The mine never looked better. Mr. Crofts can offer a few
shares at 42 1/2s. each net, and recommends early application.
Every description of shares bought and sold at NET prices.
Daily Price List on application.
Bankers: The City Bank.

MR. W. H. BUMPUS, STOCK AND SHARE DEALER,
44, THREADNEEDLE STREET, LONDON, E.C., has FOR SALE the
following SHARES, free of commission:—
25 Aberdaunant.
20 Australian Unit, 24s.
50 Birdseye Creek, £3.
50 Bog, 3ds.
20 Castle an Dinas, 22 1/2%.
25 Cedar Creek (fully
paid), 4s.
75 Cwm Elan.
100 Chontales, 12s. 6d.
15 Camp Floyd, £1 25s.
2 Cook's Kitchen, £3.
3 Devon Great Consols.
2 Dolcath.
50 Don Pedro, 15s.
150 Eclipse, 3s. 9d.
100 Emma (Silver), £2 1/2%.
25 Eberhardt, £6 1/2s.
15 East Caradon, 25 1/2%.
5 East Lovell, £17.
W. H. B. transacts business in every description of shares at the best market
prices, and free of commission.
Bankers: National Provincial Bank of England, E.C.

MR. YOUNG HUSBAND CHRISTIAN,
STOCK AND SHARE DEALER,
11, ROYAL EXCHANGE, E.C.

MR. WILLIAM SEWARD, STOCK AND MINING SHARE
BROKER, 19, THROGMORTON STREET, LONDON, E.C.
Every description of shares BOUGHT and SOLD at the best market prices.

MR. T. A. MUNDY, STOCK AND SHARE BROKER,
38, BISHOPSGATE STREET WITHIN, E.C.
Bankers: City Bank.

MR. W. TREGELLAS, 122, BISHOPSGATE STREET
WITHIN, E.C.,
Deals in all descriptions of Stocks and Shares at close market prices.

MESSRS. GREGORY, WHITAKER, AND CO., STOCK AND
SHARE DEALERS, AND GENERAL FINANCIERS, 81, BISHOPSGATE
STREET, LONDON.
Business transacted in all Marketable Securities at closest prices.

MR. JOHN LEAN, 5, AUSTIN FRIARS, E.C.,
DEALER IN MINING and all other kinds of STOCKS and SHARES.

JHON B. REYNOLDS, STOCK AND SHARE DEALER,
70 and 71, BISHOPSGATE STREET WITHIN, LONDON, E.C.,
Is able to obtain reliable information concerning British and Foreign Mines. The
long experience he has had is at the service of the public.

And invites instructions concerning mines not dealt in on the London market,
providing always that the undertakings are bona fide.

Established Fifteen Years.—Bankers: City Bank.

MR. E. J. BARTLETT, STOCK AND SHARE DEALER,
No. 30, GREAT ST. HELEN'S, E.C., LONDON, transacts business at
net prices in every description of security.

Parties wishing to Transact Business in the following are requested to communicate:

DENBIGHSHIRE CONSOLS.
EAST SETON.
FRANK MILLS.
GREAT ROCK.
GORSEDD & CELYN LEVEL.
NORTH POOL.

* North Pool.—The discoveries that will be made in all probability during
the next two months must cause a great demand for these cheap shares. Great
expectations as to lode in engine-shaft.

DENBIGHSHIRE CONSOLIDATED MINES (Limited).—The engine has started, and
there is every reason to expect a most profitable investment. Shares are decidedly
very cheap.

SOUTH MERLLYN.—An advance has taken place, but a further increase may be
relied on—prices likely to be £3.

Post free, seven stamps.

HOW TO INVEST.—THE CAPITALISTS GUIDE.—
A concise reflex on Foreign Government Securities, British Railways, and
Mining Shares, with the interest they yield upon present prices.

Published by E. J. BARTLETT, 30, Great St. Helen's, London, E.C.

MESSRS. WM. MARLBOROUGH AND CO.,
29, BISHOPSGATE STREET WITHIN, LONDON, E.C. (Established
18 years), have FOR SALE the following SHARES at prices annexed:—

30 Aberdaunant.
50 Almada, 21s.
30 Australian Un., 24s 9d.
20 Alt-y-Crib.
20 Bog, 42s.
40 Boscastle Down.
50 Bonydd, offer wld.
50 Birdseye Creek, £2 17s 6
50 Cathedral.
1 Carn Brea, £163 1/2.
20 Camborne, 22s.
3 Cook's Kitch., £3 1/2.
50 Chontales, 10s. 3d.
10 Camp Floyd, £12 16s 3
50 Cwm Elan.
40 Cedar Creek, £9 1/2.
25 Castle an Dinas.
10 Colorado Ter., £2 16s 3
50 Copper, £19 1/2.
10 Devon Consols, £6 6s.
30 Don Pedro, 15s.
25 Denbighshire.
50 Emma, £24 9s. 6d.
10 Eberhardt, £6 3s. 6d.
50 Eclipse, 3s.
100 E. Liangynog.
East Wheal Lovell is in only 1900 shares, which should be immediately secured
at present price. See agent's report.

MRR. GEORGE BUDGE, STOCK AND SHARE DEALER,
No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established
22 years), is a SELLER at net prices of:—

25 Gawton, £25 1/2s.; 130 Cwm Elan (fully paid), 10s. 3d.; 100 Penstruthal; 5 Miners;

30 Prince of Wales, 11s.; 100 New Croy Hill, 7s. 6d.; 35 West Tankerville, £2 9s. 9d.;
65 West Jewell; 40 Parrys Mountain, £2; 20 New Rosewarne; 20 West Polbreen,

22 1/2s.; 35 Blue Hill; 2 Tincoff, 26s.; 100 Plynlimon, 21s.; 10 East
Caradon, £5; 100 South Tincarne; 75 Cathedral; 50 Old Treburrage, 16s. 6d.;
25 Great North Laxey, 14s. 6d.; 60 Ferran Vyvyan; 10 Boscastle Down; 35 Bwlch

Consols, 24s.; 125 Goodrill; 12s.; 20 New Pembroke, £2 1/2s.; 90 Excelsior, 12s.; 100 Gwy-
dry Park, 11s.; 2 Wheat Seton, £2 1/2s.; 10 East Lovell, £16 1/2s.; 20 Bog, £25 1/2s.; 75 East
Chiverton, 12s.; 25 West Gwennap Consols; 1 South Cadron; 20 Penhalls;

2 Providence, 25 1/2s.; 10 East Van, £2 1/2s.; 50 North Pool; 25 South Kirk, 41s.;
70 Hobbs Hill; 50 West Pant-y-Go, 9s.; 10 Roman Gravel, £16 1/2s.; 50s. France;

5 Van, £40; 40 Alt-y-Crib; 10 Treleigh Wood; 50 West Cadron, 3s.; 60 Perkins (fully paid);
24; 40 Birdseye Creek; 100 Anglo-Australian, 14s.; 200 Ross Grande; 30 New

Quadrada; 100 Yunnamutana, 17s. 6d.; 100 Frontina and Bolivia; 300 Anglo-Brazilian; 20 Utah, £2 16s. 9d.

SPECIAL BUSINESS in Emma, Frontina and Bolivia, Gold Run, Miners, Blue
Hills, St. Agnes Consols, Van Consols, and Marke Valley.

WEEKLY MINING CIRCULAR, EVERY FRIDAY.—
LONDON DAILY RECORD, STOCK & SHARE LIST, Every Evening.
Published by P. WATSON, Stock and Share Dealer, 79, Old Broad-street, E.C.
Bankers: The Alliance Bank, and Union Bank of London.

MR. ALFRED E. COOKE
(Son and Successor to the late Mr. EDWARD COOKE),
76, OLD BROAD STREET, LONDON, E.C.
Dealer in Tankerville, West Tankerville, Roman Gravels, Pemery, Van Consols,
New Lovell, West Cadron, South Margaret, East Foxdale, Belowna Beacon,
West Gwennap Consols, Emma, and nearly all British or Foreign Mines, Railways,
and Foreign Stocks.

A purchase of Rookhope Valley shares is strongly recommended.
Bankers: Alliance Bank (Limited).

MRS. T. E. W. THOMAS, STOCK AND SHARE DEALER,
3, GREAT WINCHESTER STREET BUILDINGS, E.C.
Established 1857.

IMPORTANT TO SHAREHOLDERS IN ALL PUBLIC COMPANIES.
WHAT TO SELECT—WHAT TO AVOID.—
BY FREDK. WM. MANSELL,

ENGLISH AND FOREIGN STOCK AND SHARE DEALER,
PINNER'S HALL, OLD BROAD STREET, LONDON, E.C.

The OCTOBER number (now ready) contains a Comprehensive Review of the
Position and Prospects of the General Investments and Mining Markets, &c., which
should be read by all shareholders and others interested in such matters. It also
contains many valuable hints to speculators.

Gratis to clients. Subscription 1s. per copy, or 10s. 6d. per annum.

Established 1857. Bankers: London Joint-Stock Bank.

MRS. C. A. POWELL, STOCK AND MINING SHARE
DEALER, No. 1, PINNER'S COURT, OLD BROAD STREET, LOND-
DON, E.C.

References exchanged.—Bankers: City Bank, Finch-lane.

MRS. C. POWELL, STOCK AND SHARE DEALER,
78, OLD BROAD STREET, LONDON, E.C.

MESSRS. HARLAND AND CO., STOCK AND SHARE
DEALERS, 235 AND 236, GRESHAM HOUSE, LONDON, E.C.

MRS. J. GREGORY, STOCK AND SHARE DEALER,
CROSBY HALL CHAMBERS, BISHOPSGATE STREET, E.C.

MRS. HENRY MANSELL, STOCK AND SHARE DEALER,
14, GREAT WINCHESTER STREET, LONDON, E.C.
Mr. H. M. advises an immediate purchase of ALL-T-Y-CRIB shares for a great rise
in price.

FERDINAND R. KIRK, STOCK AND SHARE DEALER,
4, BIRCHIN LANE, LOMBARD STREET.

Special attention is invited to CASTLE AN DINAS. Shares are cheap, and certain
to rise, dividends being regular.

BELLOWNA BEACON should also be bought. These are two superior investments.

Shares difficult of sale can be registered. Daily Price-list free.

MRS. JAMES STOCKER, STOCK AND SHARE DEALER,
2, CROWN COURT, THREADNEEDLE STREET, has SPECIAL BUSI-
NESS in the following:—

30 Alt-y-Crib, 40s.
50 Bog, 3ds. 6d.
40 Birdseye Creek, £2 13 1/2s.
60 Bronfloyd, 27s. 6d.
45 Boscastle Down, £4.

20 Cape Copper.
40 Cedar Creek, £4 1/2s.
25 Camp Floyd, £1 25s.
50 Chontales, 11s. 3d.

3 Cook's Kitchen, £3 1/2s.
1 Carn Brea, £1 1/2s.
50 Central Van, 22 1/2%.
10 East Lovell.

10 East Caradon, 25 1/2%.
5 East Bassett, £2 1/2s.
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50 Eclipse, 3s.
50 Frontina, 11s. 3d.
50 Gawton, 16s. 6d.
50 Gold Run, 15s.

50 Haworth, 25 1/2s.
50 Ironbridge, 25 1/2s.
50 Lead, 25 1/2s.
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50 Marke Valley, 24 1/2s.
50 New Lovell, 40s.
50 New North Van, 26s.
50 New Rossendale, 25 1/2s.

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THE EAST ROCKS HEMATITE IRON ORE COMPANY (LIMITED).

ST. AUSTELL, CORNWALL.

Registered under the Joint-Stock Companies Acts, 1862 and 1867.

Capital, £100,000, in 20,000 shares of £5 each.

In 10,000 Preference Shares and 10,000 Deferred Shares.

Preference shares are to receive in dividends an amount equal to the capital for the time being paid up thereon, before the Deferred Shares begin to participate in the profits of the company.

Deposit £1 per share on application, and £1 per share on allotment. Calls not to be made at less intervals than three months, nor will more than £1 per share be called up at one time. In the event of no allotment the deposits will be returned in full.

DIRECTORS.

HENRY BRIDSON (Messrs. T. R. Bridson and Sons), Bolton and Manchester.

SAMUEL CHATWOOD, London, Manchester, and Bolton, Engineer.

FREDERICK G. GARDINER (Messrs. Gardiner, Ellis, and Dunkerley), Manchester, Iron Merchant.

J. BERGER SPENCE (Messrs. J. Berger Spence and Co.), London, Manchester, and Glasgow, Merchant.

DAVID V. STEUART, Victoria Chemical Works, Manchester, Chemical Manufacturer.

(With power to add to their number.)

BANKERS.

THE UNION BANK OF MANCHESTER (LIMITED), York-street, Manchester, and Branches.

MESSRS. GLYN, MILLS, CURRIE, AND CO., Lombard-street, London.

SOLICITORS.

MESSRS. PARTINGTON AND ALLEN, Town Hall Buildings, King-street, Manchester.

AUDITORS.

MESSRS. BROOME, MURRAY, AND CO., 104, King-street, Manchester.

SECRETARY.

MR. ROBT. EDWD. JOHNSON.

OFFICES,—37, CROSS STREET, MANCHESTER.

This company is formed for the purpose of acquiring the leases of and working the rich hematite iron ore properties, consisting of about 300 acres, lying between the villages of Leevron and Rischora on the south and east, and Mollinns and Bugle on the north, all in the parish of St. Austell, Cornwall. The property is situated in the midst of the champion lodes of the county, having the St. Austell and Roche, Withiel, Cold Biggin, and Pawton Mines on the north, and the Knighton, Resunga, Treverbyn, and Ruby Mines on the south, all of which are in active operation. The company has also taken powers to acquire other iron ore properties.

The ore is red and brown hematite, of fine quality, and remarkable for its almost entire freedom from sulphur and phosphorus. Assays taken from the surface of the lodes have been made by E. Riley, Esq., F.C.S., of London, and J. H. Collins, Esq., of Falmouth, copies of which are annexed; in addition to which an analysis of the ore taken from one of the Ruby lodes (which passes through the property) has been made by John Collins, Esq., Analytical Chemist at the Bolton Laboratory, a copy of which is also annexed.

The leases are held for unexpired terms of 21 years from December, 1871, at the low royalties of £1, a ton upon one portion of the property, and 9d. a ton on the remaining portion, and the minimum rents amount only to £100 and £15 a year respectively, merging into the above royalties.

The extensive demand for hematite iron ore is rapidly increasing, both for the manufacture of hematite pig-iron for the Bessemer process, and for admixture with inferior ores; and the proximity of this mine to the smelting districts, as compared with Spanish and other foreign deposits, affords an obvious advantage to this property.

It is estimated that, in a very short period from the time of commencing operations, at least 10 tons of ore can be raised per day, capable of being very largely increased, according as shafts are sunk and levels extended; and, taking into account the advantages possessed by this company in having facilities for cheap water carriage from the Port of Par (to which port the ores may at present be trammed direct from the mines), the comparatively low royalties, and the fact that no cash payment is to be made for the property, it is believed that there will be an unusually large return in profit on the amount of paid-up capital.

The cost of the ore, including royalty, delivered at the ports of Par or Charleston will, it is estimated, not exceed 8s. per ton; and if, therefore, the selling price free on board at Par be taken at only 22s. 6d. per ton, on a probable output of 50,000 tons per annum, the profit would yield a dividend of over 35 per cent. on the total capital (both deferred and preference shares), whilst if the selling price be assumed at 27s. 6d. per ton (which is considered at its present value) the returns would be over 45 per cent. On the other hand, the directors would point out that even taking the value current twelve months ago as only 17s. 6d. per ton, there would still be a margin of over 23 per cent. available for dividend—thus showing that, under any circumstances, large returns may be confidently expected.

The sets have been inspected by the eminent mining engineers, Prof. Ansted, F.R.S., London, and J. H. Collins, Esq., F.G.S., of Falmouth; also by Capt. David Cook, of North Bonny and the St. Austell and Roche Mines; and Capt. Thomas Hambly, of the Mulberry Mine, to whose reports the directors have pleasure in referring as confirming the estimate which they have made of the great value of the property.

The only contract entered into on behalf of the company is an agreement, dated the 10th day of September, 1872, between Samuel Chatwood, of the one part, and Frederick Nicholson (as trustee of the company) of the other part, providing for the purchase of the property for so many deferred shares as there shall be preference shares issued for the time being; but such deferred shares, although to be treated as fully paid up, are to receive no dividend until the net profits paid or earned on the preference shares shall equal the capital paid up from time to time on such preference shares, after and subject to which the preference and deferred shares are to receive dividends at the same rate per share, and without regard to the amount paid or called up on such preference shares. The directors have great pleasure in calling particular attention to this new feature in the contract with the vendor, and to point out that no money whatever is to be paid to him for the property except out of net profits, and then only after all capital paid up for the time being by the shareholders shall have been repaid to them, thus giving the shareholders a practical proof of the bona fide character of this undertaking, and of the vendor's confidence in its success.

All expenses of and incidental to forming and registering the company, including all printing, stationery, advertising, stamps, legal and all other expenses up to the allotment of shares, and including the assignment of the leases to the company, are to be paid out of a fixed charge of 1½ per cent. on the nominal capital of the company. In the event of no allotment the deposits will be returned in full.

Samples of the ore, together with the original reports and assays, may be seen at the offices of the company. The leases, together with copies of the Memorandum and Articles of Association and of the above-mentioned agreement of the 10th day of September, 1872, may be seen at the offices of Messrs. PARTINGTON AND ALLEN, Town Hall Buildings, King street, Manchester.

Applications for shares must be made to the bankers of the company.

FORM OF APPLICATION FOR SHARES.

To the Directors of the East Rocks Hematite Iron Ore Company (Limited).

GENTLEMEN.—Having paid to your bankers the sum of £1, being a deposit of £1 per share on shares in the above company, I request you to allot me that number of shares; and I hereby agree to accept such shares, or any less number you may allot to me, and to pay all future calls that may be made upon the same, and I authorise you to insert my name on the Register of Members for the number of shares allotted to me.

Name (in full) _____

Address _____

Profession (if any) _____

Date 1872.

Signature _____

BANKERS' RECEIPT.

Received of _____ the sum of £ _____, being the deposit of £1 per share upon application for shares in the East Rocks Hematite Iron Ore Company (Limited). For _____

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CORNISH NOTES—No. I.
BY "ARGUS."

On my way into Cornwall I stopped at Plymouth, where I met Mr. Jehu Hitchins, and went with him to *Old Bottle Hill*, a mine his father commenced working about the year 1818. Prior to that time a good deal of tin had been raised by the miners; but Mr. Hitchins, sen., commenced his operations on a large gossan lode for copper, and sold of that metal 50,000*l.* worth. The lode then turned to tin, and of this from 100,000*l.* to 200,000*l.* worth was raised, and for some time the mine paid large profits. It was then worked with varying success—according to the price of tin—by two or three companies, until about two years ago, when the machinery being all out of order, and the tin down to 40*l.* per ton, the works were stopped, and sold eventually to Mr. Hitchins, who worked it privately, and on a small scale, for about 12 months, paying his way with the broken-down machinery. But when tin rose to 80*l.* per ton the mine was divided into 1200 shares, and a call of 1*l.* per share made to erect fresh and more extensive machinery, and during the last 12 months three new water-wheels, two 30 ft. and one 19 ft., working 41 heads of stamps, *all new*, have been erected and got to work. Besides these there are two other wheels, the drawing wheel (30 ft.) to draw by day, and to stamp with 16 heads by night; and a 22 ft. with 12 heads, requiring an outlay of about 40*l.* to complete, and when complete, there will be 69 heads of stamps. The 41 heads now at work with a full supply of water can stamp 350 tons of stuff a-week, at a cost of about 60*l.*, or 240*l.* a month; and supposing the stuff to turn out 15 lbs. of tin to the ton, the produce would be about 9 tons, or 720*l.* a month.

During the summer months the water supply, which is rented at 60*l.* a-year, falls short, and to remedy this a large reservoir has just been completed, and it can be enlarged to any extent, from time to time, at a trifling expense. The dressing-floors are very primitive, and want an outlay of 30*l.* or 40*l.* upon them.

There is an adit 60 fms. deep running through the sett, and above this for 300 fms. long, where the present operations are going on, is the main lode, 10 ft. to 15 ft. wide, with tinstuff of low quality. To work this there are two shafts, about 200 fms. apart—Rowe's and Josiah's. From these enough stuff can be raised to keep any number of stamps going; and Mr. Hitchins's object is, eventually, to get up 100 heads. A few days ago, in cutting down Rowe's shaft below the 24, Bucking-house lode (which had been a very rich lode in the old workings) was intersected 3 to 4 ft. wide. The agent had said nothing of this in his reports, wishing to see more of the lode; and he has now driven 4 fms. upon it, at 4*l.* per fathom; lode worth from 30*l.* to 40*l.* per fathom. Some stones of the tin broken from it will yield 5 per cent. of tin. While I was there we took a handful of the stuff just as it was shot out of the kibble, pounded it and vanned it; and it was equal to from 50 to 70 lbs. to the ton. However, as this may prove a great advantage to the mine, the agent will get 10 tons of it together and stamp it by itself, to test its real value. This may be done, probably, when the stamps are disengaged in about a week or ten days. In considering the prospects of mines just at this time there are many things to be taken into account that did not perplex us years ago; and they will, I fear, have still greater influence on mining ere long. They are—

1.—The price of coal, iron, and other materials.

2.—The scarcity and dearness of labour.

3.—The unwillingness of men to work in deep mines, when they can get the same wages by working in shallow mines.

And, as I may often have to apply these circumstances to different cases as I proceed, I will state in regard to *Old Bottle Hill* that the mine has many special advantages, and for 200*l.* can raise, and sell as much tin as many mines can for 500*l.* With a deep adit there is no pumping, and all the drawing, stamping, &c., is done by water-power, which costs, as I said before, 60*l.* a-year.

I should observe that during the time these wheels and stamps have been in course of erection about 1000*l.* worth of tin has been sold.

Sept. 30.—New Rosewarne: This mine, which bids fair to be one of the richest in Cornwall, is about 2*1/2* miles from Camborne, and was formerly worked extensively for copper and tin, but the latter metal was then only 40*l.* per ton. There are three shafts, the engine or eastern shaft, 74 fms. deep; Bickford's, 94 fms. deep; and Pool's about 70 fms. In the engine shaft there is a 70-inch cylinder engine, and flat-rods have been connected with Bickford's. These will go to work to-morrow, and the mine will be in fork in about a week. Capt. James, the present manager, and upon whose statements, I hear on all sides, the utmost reliance can be placed, informs me that he was one of the last persons down this shaft when last worked, and that the lode was at the then price of metals worth 15*l.*, and at present 30*l.* per fathom, and that a great deal of tin is standing in the different levels. At Pool shaft there is one of the richest courses of tin in the county, especially about the 46 and 58 fms. levels, and the 67 appears to be now coming into tin. The surface department has been well and judiciously laid out, and a pair of Harvey and Co.'s pneumatic stamps, equal to 20 old heads, are at work, stamping out 100 tons of stuff per week. These stamps work admirably, and are causing a great sensation in Cornwall. Another pair has been ordered, and will be got to work in about three weeks. Before the meeting of shareholders, to be held in the middle of October, Capt. James informs me he shall sell 15 tons of tin (the last sold fetched 96*l.* per ton). The costs for the three months, including all the new erections, will be 3200*l.*, and after the sale of 15 tons there will be upwards of 20 tons of tin in the mine, *raised and paid for*, and worth nearly 2000*l.* It is proposed, however, to make a call to clear off all costs of machinery and plant, and then he sees his way clear to commence with dividends in January. The reserves of ore have increased since the last meeting, and are now worth upwards of 20,000*l.* He also assures me that, with the present prospects of the mine, he can *fairly* raise 15 tons per month, which will leave a good monthly profit. The tin is the richest I ever saw, and the stuff being stamped yields over 3 per cent.

Some croakers in London, while acknowledging the extraordinary richness of the lode, have said that Gwinear is not a tin district, and therefore it may prove a shallow bunch. The answer to this is, that Gwinear yielded a good deal of tin when that metal was at a low price, and did not pay to work, and that in New Rosewarne it has been found 20 fms. deeper than the rich deposit at Pool's shaft. Besides, who can say that Gwinear will not become a rich tin district? Twenty years ago tin was despised in Gwennap, Redruth, and Camborne, and now the rich copper mines of those days are the rich tin mines of the present. Tincroft, Carn Brea, Dolcoath, Bassett, Buller, and even Wheal Grenville were all copper mines, and turned to tin in depth. For my own part I consider, and my opinion is borne also by the agents, and by all who have seen the mine, that the district will be very rich for tin, and in New Rosewarne the shareholders have a great prize. If any doubt this, they will do well to write direct to Capt. James, the managing agent, at the mine, near Camborne, and they will get the same honest and straightforward statement of facts which he has given to me on the mine. Of course, if anyone who had inspected New Rosewarne when the rich bunch of tin around Pool's shaft was worth in the aggregate 400*l.* to 500*l.* per fathom (and shares were at 11*l.* each) were to go underground now and report only upon the same bunch of tin he would see a great falling off there; but I write of the prospects of the mine *generally*. I never supposed, nor could anyone suppose, the lodes would continue in the great bunch for any great distance worth 100*l.* to 200*l.* per fathom, and would rather see a lode of moderate value and *continuous*, with these rich bunches coming in occasionally. The course of ore has been proved for 70 fms. long, and a most important feature is that the same lode has been cut in New West Rosewarne, more than half-a-mile distant, and worth 60*l.* per fathom; thus proving that, if subject to rich bunches, the lode is also continuous. By no means a bad "combination of circumstances."

Two Japanese gentlemen, one an engineer, and the other a mineralogist, made a special visit to New Rosewarne this afternoon, accompanied by several eminent engineers. Unfortunately, I had left the mine before they arrived, but I understand they expressed great satisfaction at the pneumatic stamps, and could see at once that they must ere long supersede the old stamp heads. They were

also well pleased with the tin, from which they took samples, and several of the party were rather astonished at the great quantity on the mine ready for stamping. But one of the special advantages of this mine, and of New West Rosewarne, and others in the district, is that shafts were sunk and levels driven at an expense of many thousands of pounds, for working the copper, which are now available at once for raising the tin. A vast amount of time and money is thus saved.

New West Rosewarne adjoins New Rosewarne to the west, and is on the same line. A 30-inch engine has been erected to pump and work 16 heads of stamps. The shaft is 70 fms. below adit, and in the opinion of the agents the tin lode was left standing by the old workers at all the levels. In the adit, 24 fms. deep, a cross-cut was put out 9 ft., and intersected the tin lode, which has been opened on 14 or 15 fms. in length, and is worth in the present end 50*l.* to 60*l.* per fm. The lode is 10 ft. wide with precisely the same rich tin as in New Rosewarne. The engine will go to work next week, and the stamps in about three weeks. There are about 3 tons of tin raised, and the agent considers when all the machinery is complete, he can make good profits at once. I met two or three agents in the mine, who consider the prospects exceedingly good, and the mine is in 1200 shares only.

Rosewarne United adjoins New Rosewarne to the east, and was once a rich copper mine 100 fms. deep below adit. It is intended to work it for tin, and to erect a 70-inch engine, but nothing has been done towards it at present, beyond clearing and timbering the shaft to about 4 fms. below the adit of 18 fms., although a large capital was raised some months ago.

North Rosewarne is north of New Rosewarne, and a 30-inch engine has been erected, and will go to work in about a month. From the shallow depth down to the adit of 29 fms. the ground has been completely honeycombed for tin by the ancient miners, showing that the lode must have been very productive for that metal. Below this shaft has been sunk about 10 fms., but no levels driven. When the engine gets to work, therefore, the prospects for meeting with a good lode are very favourable.

At West Condurrow a cross-cut will intersect the south lode 30 fms. deep, in a few fathoms further driving, and the agent is somewhat sanguine as to the result.

Wheal Grenville.—I spent some time here to-day, and went over the mine with the agents, who were, as usual, attentive and polite, notwithstanding they had evidently been studying the "skirmishing onslights" of the Secretary upon me. I have no doubt in my own mind, also, that they must have been highly amused at the quantity of dust and smoke their official had managed to raise and scatter around the chief points of dispute.

No change has taken place in the South Condurrow lode, which at present is as hard as nails, and costs 20*l.* per fathom to drive. There is very little doubt, however, that a good lode will be found here before long; and the agents, as they tell you in their last report, look to it to make the mine a permanent property. But if cut good (and here is my "chief" point), it will take twelve months at least to bring it into full play; and what may be required in the meantime for machinery it is impossible for the agents, or anyone else, to tell. The engine is a 60-inch cylinder, pumping from three shafts, one 140 and two 120 fms. deep; the north and flat-rod shafts, having flat rods attached, the latter for 70 fms. in length. There is also a drawing engine and a stamping engine with 32 heads of stamps. These are capable of stamping out 20 tons of tin per month, and the present returns of the mine are about 14 tons, yielding a small monthly profit. When the South Condurrow lode becomes productive, and more stamping power is required, I shall hope to see a pair of pneumatic stamps erected.

I explained to the agents that the "complaints" as to management referred to the principal department, with which they had nothing to do, and I hoped and believed that in a year or two they would have one of the richest tin mines in Cornwall. So we parted, but not before I obtained a confirmation from their own lips of what I knew and stated in my correspondence as a *positive fact*—that the north shaft has been sunk from about the 50 on the incline, and that the incline was *away* from South Condurrow. That the South Condurrow lode, which also dips in the same direction, may catch the Grenville in *time* we all knew. For if two men start to run the same way together, one of them 100 yards in advance of the other, and the man in advance goes at the rate of two miles an hour, and the rear man at the rate of four miles, the latter will in time overtake the former. And this is the case with the South Condurrow and Grenville lodes. The pace of the latter is known, that of the former is all conjecture at present.

East Grenville is looking poor; the engine, as at Grenville, is a 60-inch cylinder, and only pumping from one shaft, but it was over-powered for months during the winter, and the delays occasioned by it are scarcely yet got over, and have been a heavy loss to the shareholders. The chief point of interest is the driving the 120 cross-cut to intersect the Grenville and South Condurrow lode, and it is hoped this will be proceeded with, as fast as possible.

I have written this instalment of my notes at odd times and in odd places, and you must pardon all mistakes and imperfections, and wait patiently for the rest.

Meetings of Public Companies.

DOMINION OF CANADA OILS REFINERY COMPANY.

A meeting of some of the shareholders was held at the Cannon-street Hotel, on Thursday. The meeting was not official, but called together by Mr. Frederick Nell and his friends.

An official circular, issued by the managing director, state that "A person signing himself Frederick Nell has sent out circulars to the shareholders containing false and libelous assertions respecting myself, for which he will be made accountable. He does not hold a single share in the company, and never was a shareholder. I beg to inform the shareholders that the board have sent a qualified and accredited agent to Canada to examine into and report to the company on all matters connected with the company's affairs, inclusive of accounts, patented processes, and the manufacture of oil. That gentleman is now at Sarnia, and his report will be laid before a general meeting of shareholders as soon as possible, together with a statement of accounts and balance sheet now in course of preparation."

Upon Mr. BETTISON being nominated to the chair, a question arose as to the position of Mr. Nell, whose name, it appeared, was not upon the register of shareholders. Mr. Nell explaining that he held in his hand a properly certified transfer of shares from Mr. Howell to himself (Mr. Nell), but that its registration had been refused at the office.

With this explanation, Mr. BETTISON consented to take the chair, and called upon Mr. NELL to make his statement.

Mr. NELL proceeded to read a somewhat lengthy statement to the effect that there were two great men in the company—one in England, Mr. Harvey; and the other in Canada, Captain Howell—between whom there had been a quarrel for the last 18 months. There was no doubt whatever that when the manufacture of oil took place large and remunerative profits would be realised, but nothing could be done until Mr. Harvey retired from the company. There was no help but to wind-up the company and reconstitute it. He asked why the shareholders were not called together the first Monday in June, as stipulated by the Articles of Association? He concluded by moving "That, in the opinion of the meeting, a managing director was wholly unnecessary, and that it is desirable such appointment be cancelled as speedily as possible, and that the directors be requested to take steps to vary the article for that purpose."—Mr. CLARE seconded the proposition.

Mr. GRAY rose to address the meeting, when Mr. NELL said it was necessary that the name of a shareholder should be upon the list 14 days before he was allowed to vote.—Mr. GRAY produced certificate.

The CHAIRMAN said that as they had admitted Mr. NELL to be a shareholder, although his name was not upon the register, he (the Chairman) must rule that Mr. Gray be allowed to speak.

Mr. GRAY said he was very much afraid that the present meeting was to result of personal feeling. He did not think anyone could be so vindictive as to use such language against the managing director without having some animus.

Mr. NELL said he had not invited Mr. Harvey to be present. No notice had been sent to Mr. Harvey, which was obviously unfair to that gentleman. As to the quarrel between them, all that Mr. Harvey had done was in the interest of the shareholders. Mr. Howell had received from this side a salary of no less than 1200*l.* per annum, and had not made a single drop of oil; and all that Mr. Harvey had done was to endeavour to compel Mr. Howell to carry out his agreement.

Mr. MORSE said that Mr. Harvey had sent out a properly-qualified agent to examine into the causes of the delay, and to report fully upon the matter. Under those circumstances, he would propose as an amendment that it is expedient to take the matter out of the directors' hands.—Mr. G. NICHOLLS seconded the amendment.

A SHAREHOLDER said he went to the office this morning and was treated most courteously, being allowed to see everything he required. It seemed to him that nothing could be done until the general meeting. It was perfectly clear that no one

was responsible for oil not being manufactured but Mr. Howell.

Mr. NELL said that he had just received a letter from Mr. Howell at the office, dated Sept. 15, which stated that he had been unable to carry out his obligations from no fault of his, and that the works should now be paying good divi-

dends; the works were stopped last fall for six weeks for want of funds. Mr. Call says we have been shamefully treated. He (Mr. NELL) said he gave this letter under all reserve.

Mr. GRAY said he was told that Mr. Howell informed the board that the works were ready on July 8, and afterwards wrote for funds for residuum; adding that he could purchase it for 5*l.* per barrel, and make 300 per cent. profit.

The CHAIRMAN asked when this machinery was put up, and ready for oil making?—Mr. GRAY did not know when it was put up; it was sent out in June, but preparations had not been made for it, and the result was that throughout the winter there were constant delays, arising from the bricklayers not being able to work during the frosts. He believed 700*l.* had been sent out. Mr. Howell said the works were ready in July, but since then 1000*l.* had been sent out for residuum.

After some discussion, it was unanimously agreed to withdraw the resolution and amendment; when it was resolved that the directors be requested to summon an ordinary general meeting of the shareholders to be held on 30 days of the present date, and to lay before such meeting the accounts of the company; and that they be further requested to obtain, at the expense of the company, the attendance of Mr. Howell at such meeting.

A vote of thanks to the Chairman terminated the proceedings.

TERRAS TIN MINING COMPANY.

The half-yearly meeting of shareholders was held at Thomas's Hotel, Grampound-road, on Thursday,

Mr. PEARCE, the Chairman of directors, in the chair.

The circular convening the meeting having been read, the secretary read the report of the directors, which was as follows:

The directors have much pleasure in presenting their report to the shareholders of the present position of Terras Mine. In consequence of the contractor's desire to secure the best possible stamps some delay has occurred. The directors are glad, however, to be able to state that, in their opinion, he appears to have succeeded in obtaining the object of his wishes in the erection of Willoughby's spring-stamps, eight of which, equal to 80 of the old stamps, are now on the mine, and that he has made arrangements by which additional ones equal to 300 (if on trial found satisfactory) can be erected by the end of the year. The directors are satisfied with the principle of these stamps, which is simple and effective; and if proved that they are suitable, and that there is saving in the expense of fuel in working them, they will be ample sufficient for reducing the supply of elvan and lode tin, which the mine possesses in great abundance, by which the tin produced will be increased to an extent beyond their former anticipations. The great quantity of tin raised during the last six months, though diminished in quantity through the delay occasioned by the want of stamping-power, is considerably greater than last half-year, as will be seen by the accounts, which show an increase of over 1000*l.* in the returns. The directors have to report their satisfaction with the efforts of the contractors during the last six months to fulfil his contract, and their conviction that he will be able to finish the works therein specified by the end of the year. The agents' report will show the particulars of the work which has been done since the last general meeting. From this report it will be seen that the mine is opening up well, and that its various lodes are increasing in value, and holding out the prospects of very large returns of tin in the future. The directors are pleased with his renewed attention to his duties. The directors are glad to see from the profit and loss account that there is a net profit of 1087*l.* 16*s.* on the half-year; and they recommended that a dividend of 1*l.* 6*s.* per share be declared on the shares issued to the public for the development of the mine. The directors call the attention of the shareholders to the important fact that the elvan stone in depth continues to increase in value. They are also delighted to observe that two new lodes have lately been discovered of great richness—one 10 ft. wide as far as seen, worth about 25*l.* per fathom in the course of the cross-cut at the engine-shaft; and the other the new east and west lode near the stamps, about 3 ft. wide, worth 10*l.* From these sources increased quantities of tin may soon be confidently expected.

The statement of accounts was then read, which showed that the receipts were—Balance last account, 700*l.*; amount received for tin, 216*l.*; making a total of 2869*l.* Expenditure—By dividend of 1*l.* 6*s.* per share on 13,031 shares, as declared at last meeting, 977*l.*; labour at mine, 539*l.*; materials, 373*l.*; carriage of ores and materials, 42*l.*; royalty on ores, 120*l.*; agency at mine and office expenses, 74*l.*; leaving a balance in favour of the mine of 1087*l.*

The captain's report was then read, as follows:

In handing you my report I do so with much pleasure, as, upon the whole, the mine never looked so well as at present. Our prospects at the 40 are cheering indeed, from the fact of our having intersected in the cross-cut a lode of gigantic dimensions, 10 ft. wide, composed of copper, lead, blonde, and tin. The tin, however, predominates. It may be mentioned that at the upper or 30 fm. level this lode was so small and poor that it almost passed unnoticed; at all events, it was valueless. It is now one of our chief points of interest and importance in this part of the mine,

becoming what they desired—a large dividend mine. He never saw it looking to greater advantage than that day, when so many important points had been brought to notice. The new stamps would be of great service, and he believed next year Teras Mine would return as much tin as almost any mine in Cornwall. He was firmly convinced that they had a valuable mine, which only required working with energy and economy to become all that its firmest friends wished.

WHITEHAVEN IRON MINES.

The first ordinary general meeting of shareholders was held, on Monday, at the London Tavern. The chair was occupied by the Right Hon. the Earl of DEVON.

The secretary (Mr. J. W. MARSHALL) read the notice convening the meeting. The directors' report was considered as read.

The noble CHAIRMAN said in the report now submitted to the proprietors it had been the object of the directors to place before the shareholders a full, accurate, and candid statement of the present position of the company's affairs on their properties in South Wales.

In regard to those two mining properties which had been acquired by the company, the meeting would have observed that the first—the Eskdale and Mireddale Iron Mines—was situated in two valleys nearly parallel to each other, and converging to a point within three or four miles of the port of Ravenglass; the second—the Floutern Tarn, Starling Dodd, and Red Pike Mines—was situated on the northern slope of the Red Pike Mountains, considerably to the north of the mines just referred to, and about midway between the Emmerdale and Buttermere Lakes. The noble Chairman then proceeded to say that after certain preliminary trials as to the position of the ore, and as to its continuous character, which had been made antecedent to the formation of the company, and which were of a very satisfactory character, the company had been formed in July, 1871, and the shares were subsequently allotted on the 13th of the same month. The directors were then appointed, and they proceeded without delay to take the best measures they could for improving and utilising the property of the company. There were three measures to adopt in order to make and realise, as far as they could, the profits which had been and were now expected ultimately to result from the working of their property. In the first place, they had to obtain an adequate supply of labourers, and then, with a view of securing their permanent stay at the mines, suitable accommodation had to be provided for them. They had next to improve the then existing communication between the mines and the port by the construction of a railway or tramway; and, having obtained labour, they had to lay open the mines on a larger scale than previously laid out. Without troubling the meeting with what, perhaps, would be an unnecessary repetition in detail, as already given in the report, of the causes of the delay which had taken place in regard to the carrying out of these various operations, he would venture to say this much—the directors had not failed to make all the endeavours in their power to accomplish those objects. As the meeting was aware, the property was held upon a favourable lease for a long number of years. Now, in various letters received by the board from shareholders, the directors had been censured for not acquiring sufficient land to erect cottages for labourers while acquiring the property itself. But in reply to that he would observe that the directors considered it more to the interests of the company that those cottages should be erected upon freehold rather than on leasehold land. And, as those who had any experience in such matters would readily understand, the delays and obstacles to be contended with in the endeavour to purchase land suitable for the purpose required were very great. The board had, however, succeeded at length in procuring, in an eligible situation, and at a very reasonable rate—something under £500—a property sufficient for 30 cottages, affording accommodation for about 110 men. Of that number of cottages six were now occupied, 12 were nearly completed, and the board would lose no time in erecting the remainder. With reference to the Floutern Tarn Mine, the noble Chairman stated that owing to the fact of its being situated in a somewhat inaccessible district the board had devoted its attention more particularly to the prosecution of the mining operations at the Eskdale and Mireddale Mines, which were more easy of access. But enough, however, had been done at the former property, as, no doubt, the meeting would have observed from the report of the local manager, Mr. Hosking, to prove the value and continuous character of its veins. But it must be borne in mind that each of those mining properties, in order to render the ore produced readily transferable to the market, while involving as little delay and cost as possible, would require the formation of a tramway connecting them with the main line, running north and south along the coast. To form and complete this tramway had been the anxious endeavour of the directors, and after much consideration, looking to the nature of the country through which it would pass, and the possibility of carrying a passenger and goods traffic hereafter, they had thought it would prove beneficial to the interests of the company if, in lieu of a tramway, a railway line were constructed. Acting in accordance with such an opinion prompt steps were at once taken towards carrying out such a scheme, and subsequently, after the parliamentary plans and surveys had been made, and were deposited in due time in accordance with the standing orders of the House of Commons, it had been found, on due consideration of their legal position, that such a line could not legally be constructed by this company. Under these circumstances the directors had been compelled to fall back to the intention originally expressed of making mineral tramways, and which, immediately on the conclusion of the negotiations now pending for the purchase of the land along the route, would be at once commenced. The directors had at different times visited the mines and gone over the land along which the tramway would run, and had satisfied themselves that it could be made at a comparatively little expense, and in a comparatively short time, as soon as the land was acquired. In the meantime the ore was being carried down by road. With regard to the quality of their ore, he (the noble Chairman) observed that, in addition to the reports of Prof. Ansted and other mining authorities which had accompanied the prospectus, several shareholders, more or less acquainted with the subject, had testified to the high quality of their ore. (Hear, hear.) In respect to the supply of labour, the scarcity of which hitherto had materially operated to the disadvantage of the company, he (the noble Chairman) stated that the last advice received from Mr. Hosking informed the board that he was endeavouring, so far as possible, to overcome this difficulty. In conclusion, he would observe that he was not at all surprised that the shareholders should feel much annoyed at the delay which had taken place, and at the time that must necessarily elapse before there could be any profitable returns upon the money they had invested. Nobody could regret that delay more deeply than the directors, and they only felt justified in saying that they had not willingly allowed any delay to intervene, or any obstacle to prevent itself without being overcome, with which they could practically and satisfactorily deal. The delays which had occurred were attributable to causes over which the board had no control—to causes which, if the shareholders continued to reprove confidence in their directors, they hoped to be able to deal with satisfactorily at an early period. In moving the adoption of the report and accounts, he could only say, on behalf of his colleagues and himself, that they did so in confidence that the statement now before the meeting represented accurately, and with perfect truth, the state of things, and if not as satisfactory as they could have wished, they believed that it was one that gave no reason to doubt or question the ultimate prosperity and value of the property in which they had interested themselves. The noble Chairman then moved, "That the directors' report and accounts, duly audited, and as now submitted, be, and they are now, received and adopted."—A DIRECTOR begged to second the motion.

A SHAREHOLDER then rose, and, in referring in detail to the various matters connected with the company, censured somewhat strictly the management of their affairs. In particular, he considered that a great deal of time and money had been needlessly lost in promoting the absurd scheme of constructing a railway, the natural difficulties of the country, and the almost total absence of traffic, rendering it a proposal impracticable in the extreme. (Hear, hear.)

The noble CHAIRMAN, in reply to questions, said the labourers' cottages, although built of neither brick or stone, were worthy of a better name than shanties, as appointed by the hon. proprietor. In regard to the purchase money, of the sum of £5,000, only 15,000, was paid in cash, the rest being paid in shares.

Mr. COPELAND then addressed the meeting at considerable length. He drew the attention of the meeting to the fact that in the original prospectus it had been stated that twelve months after the formation of this company the tramway, which was already surveyed and contracted for, would be completed, and that large quantities of ore would be delivered from the mines. It was now fifteen months since the undertaking was started, and the progress that had been made was very small. Very little ore had been sent from the mines, and he knew for a fact that it was six weeks or two months since the last quantity was transmitted. Yet the directors told them in their report that there were several hundred tons lying on the mountain slope, and this statement he could fully corroborate; but such announcements as these only served to strengthen his conviction that they required greater energy in the management. The great need of the company at present was for men of more ability, and who would take an energetic interest in the undertaking, at the head of affairs—not ornamental directors. (Hear, hear.) There was not the least doubt that they possessed an extensive and very valuable property; from the opinions expressed in the locality, and other sources, he had learnt that, but to ensure its success there must be greater energy displayed on the direction.

A prolonged discussion then ensued, in the course of which the retirement of three of the directors since the formation of the company was alluded to, it being stated, in reply to a question, that, so far as the board were aware, their resignations had been tendered in each case for private reasons. It was further intimated that Lord Ruthven (the director retiring by rotation on the present occasion) declined to offer himself for re-election. Several other matters were touched upon, and much dissatisfaction was generally expressed with the statements made as to the position of the company.

A SHAREHOLDER observed that it was rumoured the directors had not paid personally for their shares. He desired an explanation on this point.

The noble CHAIRMAN replied that the holdings of every member of the board were presented by the vendor.

It was stated, in answer to other questions, that the cost of the construction of the tramway would amount to 10,000/- or 11,000/-, 1000/- or 1500/- for the rolling stock, &c., and about a similar sum would be required for the purchase of the land along the route.

Eventually, after considerable further discussion, Mr. GROVE moved, as an amendment, "That a committee of investigation be appointed to confer with the directors, consisting of 15 or 16 of the largest shareholders on the register when it closed on Sept. 1, and that they be authorised to call in any professional services, and to incur any expenses which may appear to them necessary to carry on such investigation; and that the committee report to a subsequent meeting of proprietors."

This motion, on being seconded, involved further discussion, at the conclusion of which it was suggested by the noble CHAIRMAN that, instead of the amendment for a committee being passed, several of the shareholders should be elected to seat at the board.

This proposition being in accordance with the views of the meeting, Mr. GROVE consented to withdraw his amendment, when the original resolution, moving the adoption of the report, was put and carried unanimously.

The following shareholders were then elected as directors:—Messrs. T. B. Hall, John Jennings, Copeland, and Treahayle.

A resolution moving the re-appointment of retiring auditors was then passed, and the sum of 10/- 10s. was voted to them as remuneration.

A vote of thanks to the Chairman and directors having been accorded, the proceedings were brought to a close.

WEST BASSET.—At the meeting, on Thursday, the accounts showed that the debit balance at the last account was £346/-, and the cost for May was £105/-, June £230/-, and July £247/-, the total expenditure being £10,767. On the receipt side, copper had been sold realising £85/-, and tin realising £630/-, and on account of the call made at the last meeting, £230/- had been received out of £3000. The remaining 11% they considered as good, and this they considered very satisfactory.

The balance against the mine on the last three months' working was £195/-, and to pay this off the committee of management proposed a call of 6s. 8d. per share, which would produce about £2000. This would enable them to commence with a clean book. The matter of the disputed forfeited shares was next considered. The managers compromised the matter with Messrs. Williamson by paying them £600/-, and it was now suggested that the shares should be put up to auction. Mr. Holman asked if the affair was legally settled? The Chairman said it was; and the money absolutely paid. It did not appear in the present account because it was thought better to work off the whole affair. A formal resolution empowering the committee to sell the shares in the way they deemed best for the general benefit of the adventurers having been carried without dissent, the Chairman instructed Mr. John Burgess, auctioneer, to sell them to the present company by auction, free of calls and commission, the money to be paid by Oct. 1. They were then put up in lots of five, the buyer to have the option of taking five more at the same price. The bidding was spirited; the first and last lots fetched the highest prices. Mr. E. H. Rodd bought the first five at 10/- each. Mr. James Evans, who has by far the largest interest in the mine, bought 70/- 40/- at 9/- 7s. 6d., 10 at 9/- 10s., five at 9/- 15s., 5 at 9/- 11s., and 10 at 9/- 11s. 6d. Mr. Barrett secured 10 at 9/- 10s. 6d.; Mr. Nicholls 10 at the same price; and Capt. Putter 10 at 9/- 10s.

GREEN HURTH LEAD MINING COMPANY.—The directors have declared a dividend of 3s. per share, payable on the 7th inst., this being the third dividend of this amount since May last.

FURZE HILL.—At the meeting, on Sept. 26 (Mr. E. BETTELEY in the chair), the directors' and agents' reports were received and adopted, but the statement of accounts does not accompany them. The directors, after considerable trouble, have obtained a supply of water for drawing and stamping purposes. It is now brought to the mine, and the work of raising tin ore and making it marketable will be proceeded with as rapidly as possible. A small parcel of tin, realising 21/- 11s. 8d., has been sold. Capt. W. Doidge reported upon the various points of operation.

TRELEIGH WOOD UNITED.—At the meeting of the New Treleigh 50-inch cylinder engine, with all belonging to it, at cost price, £380/-, was accepted, and the engineers instructed to remove and erect the same immediately in the engine-house belonging to the mine; it being distinctly understood and agreed that the engineer's estimate of 60/- shall place the engine in a state of perfect and approved repair.

BOSWORTHY.—The accounts presented at a meeting held on Tuesday showed a debit balance of about £1000. Mr. Coulson having relinquished the partnership, Mr. Walter Pike, of Camborne, was appointed to succeed him. A call of 10s. per share was made, which leaves a fair balance for the prosecution of the winze. Small returns of tin are already being made, and these it is expected will readily increase upon the completion of the stamps and other dressing machinery.

[For remainder of Meetings see to-day's Supplement.]

On Tuesday, at South Zeal, a pleasing presentation was made by the employees in the FURSDON GREAT CONSOLS COPPER MINE, and others in the neighbourhood, to Mr. M. E. JOBLING, the managing director of the above mine, in order to show their appreciation of the successful and energetic manner in which he has conducted the mine for the last eighteen months. The testimonial consisted of three handsome pieces of silver. The proceedings commenced at 7:30 p.m. at the Oxenham Arms, where the Rev. J. Bills, the newly-appointed vicar, in a suitable speech, which was feelingly responded to by Mr. Jobling, made the presentation. A vote of thanks was accorded to the Chairman, who then retired, and the rest of the evening was spent in music and dancing. The room was tastefully decorated by the ladies of whom there was a goodly muster, and the pleasantness of the evening was not a little augmented by the presence of the Okehampton band, who, in order to show their respect for Mr. Jobling, came over and played a choice selection of music. Thanks are due to Mr. R. J. Curson for his successful conduct of the proceedings.

GREAT LAXEY MINES—THE STRIKE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—My attention has been called to a production which appeared in one of your contemporaries of Saturday last, purporting to emanate from the "Laxey Miners on Strike," and headed as their reply to the directors' circular of Sept. 24. In this reply it is asserted that the sum of 76/- was paid to imaginary persons on April 5 last. This statement is a gross untruth, as it can be undeniably proved that every farthing charged on the cost-sheet referred to was paid for work done in connection with the mines. R. ROWE.

Laxey Glen, Isle of Man, Oct. 1.

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

ST. AGNES CONSOLS.—There is no change this week, but there are points of considerable importance to come off shortly, and but one result is anticipated. It is considered probable, by those best acquainted with the property, that this is likely to be one of the riches mines in the St. Agnes district.

WEST WHEAL GORLAND.—The improving condition of this mine continues to excite attention in its immediate neighbourhood. The various points of operation are now valued at 100/- per ton in the aggregate. The parcel of tin sold last week reached 88/- per ton, and not 11/-, as mentioned by error in last week's report. As the machinery is now approaching completion larger sales and larger profits may be confidently anticipated in the future. There is an immense quantity of rich ore ground in reserve waiting for the new stamps, now nearly ready to be dressed for market.

WEST ESGAIR LEE.—These mines have been visited during the past week by some influential and practical gentlemen connected with the company. They expressed themselves highly pleased and gratified with the appearance of both mines. The western mine, which has remained nearly idle for the past six weeks, in consequence of a draught of water, is now in full working order, and has commenced again to return ore, a parcel of 25 tons having been sent to market this week. Operations will not be interrupted here for the future, as the company have constructed at a great expense a vast reservoir, capable of holding sufficient water for every purpose all the year round. At the eastern mine the lode has been taken down during the week, and has turned out to be richer than ever before seen, showing that the more the vein is developed, the more valuable it is becoming. This company bids fair to take the lead in the Cardiganshire mines for productiveness of profit.

BURRA. BURRA.—This famed Australian copper mine has again become remunerative, the fifty-sixth dividend having been declared of 50 per cent. payable on the 10th instant.

BUDNICK CONSOLS.—The high price which tin now commands naturally points to the re-working of mines which, although proved to be highly valuable, have never been properly developed. The Budnick Consols Mine, situated in the parish of Perranzabuloe, near Truro, one of the richest mineral districts of the county, is one of these. The sett is very extensive, about 1 mile in length and ½ mile in breadth, the operations have been carried on during the last 100 years, and hundreds of thousands pounds worth of tin have been sold, and tens of thousands paid in dividends. The mine is only 60 fms. below the adit, where it is reported that no miners exist, and with a small outlay large returns may be made. The directors and the secretary having great experience in mining, nothing but profit results could well follow.

WHEAL DANIEL.—The pitches in this mine are turning out remarkably well. At the sale of tinstuff, on Friday last, 63 tons produced 137/-, or an average of about 3/- per ton. Two men got a sturt of 48/-, and three others 39/- for a little over a fortnight's work. With the present comparatively small working cost of this mine, and the confident prospects of improvement, the calls on the advertiser must soon reduce to a minimum.

SOUTH CONDURROW.—I am glad to see the above mine is again making considerable progress, and that it is increasing its sales of tin, having sold on Sept. 25, 12 tons 10 cwt., 0 qr. 27 lbs., amounting to 1069/- 15s. 6d. I have no doubt but that the high opinion formed of it will be realised.

PENNERLEY.—I cannot understand how it is that this mine having increased its sales to 75 tons of lead, the shares have retrograded, whilst the mine's doing well and prospects good.

SOUTH FOWEY CONSOLS.—It is very encouraging to notice by the agent's report, in another column, that two important improvements have occurred in this mine since the general meeting, held on Aug. 15, having cut a tin lode near the surface they see before them. The Bwth Gwyn wheel has been connected with the Penrhew engine shaft, and the water is now being pumped out of the bottom of the mine. When that has been done (in about a fortnight), the main line of operations—the sinking the Penrhew engine shaft to the depth of 50 fms. below the adit—will be proceeded with. About 22 fathoms remain to be sunk, and levels will then be driven east and west on the course of the lode. Meanwhile, at Penrhew, they are driving the 36 west, and stopping the back of it by 12 men, and are sinking a winze below the 36 to the adit; between the 26 and 36 west there is, on a low estimate, over 100 tons lead ore in sight; and at Bwth Gwyn they are driving the 40 east, and at a distance of 6 or 7 fms. further will get underneath the ore ground, which has already been tested, and has yielded ore in three places below the 30. The dressing of the ore is going on actively, and it will not be long before there will be a quantity ready for the market.

EMMA AND FLAGSTAFF.—We clip the following from the weekly Mining Summary of the *Salt Lake Herald* of Sept. 14:—Emma: This mine shipped daily for the past week an average of 85 tons of ore, and could have easily shipped 100 tons per day except for a lack of freighting capacity. In fact, for some time to come the daily shipments of ore may be readily made to exceed the latter figure. Of the ore freighted to market about 45 tons is hoisted through the whim-shaft that taps the upper workings of the mine, and the remainder is taken out through the old tunnel. The ore averages over £100 per ton. The new tunnel diverging from the old one and passing around the locality of the timber wreck of last spring, is a very substantial piece of work. The timbers are 19 in. square, and solidly boarded exteriorly with 3-in. plank; and as the route of the tunnel lies through a stratum of hard rock, it is impossible that it should ever give way from pressure. The debris of the gallery cave has been cleared away, and there is no water in the mine except a few feet in the bottom of the deepest shaft, and this will be exhausted in a few days. This shaft is 200 ft. from the mouth of the tunnel, and 150 ft. deep below its level, and from its bottom, at the time of the flood and cave, the richest ore ever discovered

in the mine was taken. As soon as the water is exhausted work will be resumed on this rich stratum of ore. An immense quantity of timber and supplies have been are being laid in against winter, houses constructed, &c. Before the spring thaws precautions will be taken against the seepage from the melting snow, and greater pumping power provided. About 120 men are employed, independent of since discovery. About 20 teams are constantly engaged in freighting ore to the furnaces—a number inadequate to remove the ore as fast as it can be mined by the present force of hands. A second tunnel, still lower down the hill than the first, is being run, and when completed will lessen the expenses of operating the mine.

Registration of New Companies.

The following Joint-Stock Companies have been registered:

JACKSON, GILL, AND COMPANY (Limited).—Capital, 100,000/- in 1000 shares of 10/- each. This is the conversion into a limited liability company of an existing firm of iron manufacturers and engineers, carrying on business at the Imperial Ironworks, at Eston, near Middlesborough, Yorkshire. The subscribers are—Ralph Jackson, Normanby, Yorkshire, 110 shares; William Gill, Grove Hill, Middlesborough, 50; E. Crows, 3, Commercial-street, Middlesborough, 20; Thomas Gill, 19, Grange-road, Middlesborough, 50; C. H. Minchin, Normanby, Middlesborough, 10; James Taylor, 2, Commercial-street, Middlesborough, 20; George Dyson, 2, Exchange-place, Middlesborough, 10.

LONDON AND SOUTH WALES COAL COMPANY (Limited).—Capital 200,000/-, in 20,000 shares of 10/- each. To work a colliery in the parish of Ystrad-fodwg, Glamorganshire. The subscribers are—E. H. Watts, Newcastle-upon-Tyne, 2000 shares; J. H. Johnson, 16, Mark-lane, 2000; James Duke-Hill, Coal Exchange, 1000; Thomas Stokoe, Newcastle, 1000; Edward Stout, Newcastle, 1000; H. Swan, Newcastle, 1000; W. Milburn, Newcastle, 2000.

HOCKLEY HALL COLLIERIES (Limited).—Capital 100,000/- in 10,000 shares of 10/- each. To acquire and work collieries in the township of Wincote, Warwickshire. The subscribers are—G. Davison, Ridgmount, Norwood, 200; G. F. Beville, Bury-street, St. James's, 200

Mining Correspondence.

BRITISH MINES.

ing through. The lode in the 40, driving west of San Victor's cross-cut, is large, and of a kindly appearance. In the 40, driving west of San Victor's cross-cut (middle lode), the lode is composed of a soft clay, with lumps of lead ore, yielding $\frac{1}{2}$ ton per fathom. The lode in the 50, west of San Victor's cross-cut, is quite poor at present. The lode in the 20, east of Addis's cross-cut, produces occasional stones of lead. In the 20, driving west of Addis's cross-cut, the lode is very firm and compact, yielding $\frac{1}{2}$ ton of ore per fathom. The lode in the 40, driving east of Crosby's shaft, is of a well-defined character, but does not contain enough lead to value. There is no improvement in the 50, east of Crosby's shaft, to report. In the 50, driving east of Crosby's cross-cut, the lode is large, and tolerably easy for driving through. The lode in the 50, driving west of Crosby's cross-cut, is very regular, though the granite is of a very hard nature, yielding 1 ton of ore per fathom. Sharts and Winzes: In Judd's engine-shaft, sinking below the 40, the ground having become much harder slight progress is being made. A good pair of men have been put in Air's shaft, sinking below surface, and all effort will be made to get down. The lode in Romera's winze, sinking below the 50, is large, with good stones of lead, yielding $\frac{1}{2}$ ton in a fathom. The lode in Masto's winze, below the 50, contains a little lead, but not sufficient to value. In Aro's winze, sinking below the 30, there is a good lode for one-half of the winze, yielding $\frac{1}{2}$ ton of ore per fm. Gea's winze has come in contact with the main slide, which has heaved the lode north. Gabriel's winze, sinking below the 30, will hole to the 40 in a day or two. Robert's winze, sinking below the 40, is going down in a very promising lode, worth $\frac{1}{2}$ ton per fathom.

LINARES.—Sept. 25: Pozo Ancho: The lode in the 85, driving west

of Crosby's shaft, is improving a little, and yielding stones of ore. The ground is hard, and the lode small and poor in the 75, driving west of Crosby's shaft. The 75, driving west of San Francisco shaft, is opening up good tribute ground, yielding 2 tons of ore per fathom. The lode in the 75, east of San Francisco shaft, is compact and regular, and looking kindly, yielding 1 ton of ore per fathom. In the 65, west of San Francisco shaft, the lode is small and unproductive. The lode is of a promising appearance in the 55, west of San Francisco shaft, consisting of carbonate of lime and lead ore, yielding $\frac{1}{2}$ ton of the latter per fathom. The lode is small and poor in the 55, driving east of San Francisco shaft. In the 45, driving east of San Francisco shaft, the lode has improved both in size and value during the past week, yielding $\frac{1}{2}$ ton of ore per fathom. Winzes: The lode in No. 181 winze, sinking below the 31, is small and poor. The lode in No. 183 winze, below the 31, is compact and regular, consisting of quartz and lead ore, yielding $\frac{1}{2}$ ton of ore per fathom. No. 186 winze, below the 75, is going down in a kindly lode. Los Quinientos Mine: The lode in the 65, driving west of Taylor's engine-shaft, is compact and solid, with good spots of lead ore. The 55, driving west of Taylor's engine-shaft, is opening up a good run of tribute ground, yielding $\frac{1}{2}$ tons of ore per fathom. The lode in the 65, driving east of Taylor's engine-shaft, is looking kindly, and yielding fine stones of ore, worth $\frac{1}{2}$ ton per fathom. In the 55, east of Taylor's engine-shaft, the lode is improving in appearance, and producing stones of ores in the 45, driving east of Addis's shaft, is yielding a little lead, but not enough to value. The lode in the 45, west of San Carlos shaft, shows indications of improvement. The lode in the 55, driving east of San Carlos shaft, is hard for driving, and the lode unproductive. The lode in the 32, driving east of Judd's shaft, is regular and well defined, consisting of quartz and lead ore, yielding 1 ton of the latter per fathom. Sharts and Winzes: We have resumed the sinking of Taylor's engine-shaft below the 65, which will be pushed on with all the speed possible. San Carlos shaft, sinking below the 65, has not undergone any change to notice since our last report. Old workings continue in Judd's shaft, sinking below the 32. The ground in Henry's shaft, sinking below the 32, has again become a little harder for sinking. We expect to hole Garcia's winze, sinking below the 45, to the 55 this month; it yields 1 ton of ore per fathom. The lode in Gracia's winze, sinking below the 45, is small, producing occasional stones of lead ore.

FORTUNA.—Sept. 24: Canada Incosa Mine: The lode in the 110, driving west of Henry's shaft, is small, containing a little lead, but not enough to value. The 100, driving west of Judd's shaft, has greatly fallen off since last report, both in size and value. The lode in the 80, driving east of Henry's cross-course, is still in an unsettled state. The lode in the 60, driving west of San Pedro shaft, is large and strong, and the ground easy for driving, yielding 1 ton of ore per fathom. The 60, driving east of San Pedro shaft, continues to open up valuable tribute ground, worth $\frac{1}{2}$ ton of ore per fathom. The lode in the 90, east of Addis's shaft, still contains a little lead, but not sufficient to value. The 80, driving west of Lowndes' shaft, is without change. The lode in the 80, east of Caro's shaft, is small, and of no value at present. Sharts and Winzes: Lowndes' shaft, sinking below the 80, will be deep enough for a 90 fathom level in a few days; the lode is worth $\frac{1}{2}$ ton per fathom. We have commenced the sinking of Kennedy's shaft below the 70 towards the 80; the lode is large, and spotted with lead. The lode in Caro's winze, below the 90, is a little larger than it was, yielding $\frac{1}{2}$ ton of ore per fathom, and the ground easy for sinking. Los Salidos Mine: The lode in the 110, driving west of Buenos Amigos shaft, is very small and compact, yielding $\frac{1}{2}$ ton of ore per fathom. The lode in the 100, driving west of San Carlos shaft, is small, and the ground hard for driving, yielding $\frac{1}{2}$ ton of ore per fathom. We have again a small branch of lead in the 90, driving west of San Carlos shaft, but not quite enough to value. There was a splendid lode in the 110, driving east of Morris's engine-shaft, until the last few days, when it was cut off by a cross-course. The 100, driving east of San Pablo shaft, continues to open a good run of ore ground, yielding $\frac{1}{2}$ tons per fathom. The 25, west of Palgrave's engine-shaft, is still in old workings. The lode in the 35, driving west of Palgrave's engine-shaft, is regular, compact, and solid, yielding $\frac{1}{2}$ tons of ore per fathom. We have cut another small branch in the 35, driving south of Medina's winze, but shall continue further south. Sharts and Winzes: The lode at Morris's engine-shaft, sinking below the 110, is looking better than for some time past, yielding $\frac{1}{2}$ ton of ore per fathom. There is a very fine lode in the western half of Palgrave's engine-shaft, sinking below the 35, yielding 2 tons of ore per fathom. Lorente's winze, sinking below the 90, is communicated to the 100 by a short cross-cut. The lode in Narancio's winze, below the 100, still retains its size, but is not so solid as it was, yielding 2 tons of ore per fathom. Tuerto's winze, sinking below the 25, is situated east of Medina's winze, and in advance of the 35 end; the lode is split up into branches, at present yielding $\frac{1}{2}$ ton of ore per fathom.

WEST CANADA.—Sept. 14: Wellington: The stope in the bottom

of the 40, east of Rowe's shaft, will yield $\frac{1}{2}$ tons of ore per fathom. Huron Copper Bay: In Bray's shaft, sinking below the 60 fm. level, the lode continues to look well, and will yield 2 tons per fathom. The stope in the back of the 60, east of Bray's shaft, yields $\frac{1}{2}$ tons of ore per fathom; and in the bottom of the 50, west of Palmer's shaft, also yields $\frac{1}{2}$ tons of ore per fathom; and in the bottom of the 35, west of the same shaft, there is a stope giving 3 tons per fathom. East of Bray's shaft, in the bottom of the 35, we have two stoves yielding $\frac{1}{2}$ and 3 tons per fathom, and one west of the shaft, on Fins' lode, yielding 2 tons. A stope in the bottom of the 20, east of new engine-shaft, is yielding 2 tons per fathom.

RHINE.—Oct. 1: The 27, on the Toni lode, was driven during

September 7 fathoms 4 feet, by six men; the lode for nearly all that distance contained a good deal of blonde, and a little lead ore; at present it is not so good; the ground is fair, and the level is going forward at a good rate. As referred to in my report of Sept. 2, communication with the upper levels for ventilation had become absolutely necessary; a rise was, therefore, commenced early in September, and held direct to the 22 level on the 23rd ult.; the length of the rise was 6 fms. $\frac{1}{2}$ ft. on the underlie of the lode. This lode, which seems to be the Schmelzer side lode, looked very kindly in places in the rise, and yielded stones of lead ore occasionally. The cross-cut No. 1, from which the rise was put up, will now be driven a few feet further to prove if we are on the footwall of all the branches seen in the 22. No. 2 cross-cut started during the month to ascertain whether the large lode, 12 ft. wide, seen in a cross-cut at the 15 fm. level holds down, and to intersect the Schmelzer lode, or two men, as I think that about $\frac{1}{2}$ fms. will reach the south lode. The machinery is in good order.

BRONFLYD.—J. Davis, Oct. 2: There is no change to notice in any of the

bargains since my last week's report, but, in addition, I have set a trial cross-cut south from the 52, west of No. 2 shaft, where the ground produces small ribs of lead ore, to two men, as I think that about $\frac{1}{2}$ fms. will reach the south lode. The machinery is in good order.

BRYNAMBOR.—G. Sparge, Oct. 2: There is nothing of importance to report this week. The alterations and preparations we are making in the surface plant when completed, in which fair progress is being made, will enable us to carry on the workings of the mine to 100 fathoms deep. The cross-cutting of the lode between the 22 and 12 is resumed, but as yet there is no sign of the south or footwall; I will report more fully on this in my next—the lode still yields good lead. The alterations in our pitwork are being carried on with all speed, and no time will be lost in its completion. The cottages for men, with offices, &c., I hope to get completed in about a month, as per contract. The taking out of the ground for the new hauling-machine will also be complete in a fortnight. On the whole, good progress is being made, but the inclemency of the weather during the past week has somewhat retarded it.

BUDNICK CONSOLS.—J. Rawlings, Oct. 1: The stope in back of the 15 fm. level east of footway-shaft is just the same as last week, but in the bottom and end of this level it is poor at present. I have put the men to sink for the void place, where we could throw our deads; this would save 10s. a fathom in driving. We have not cut the lode yet in the 23 fm. level (*Mitchell's* shaft), but expect to do so shortly. The tribute department is not looking so well as last week.

BURROW AND BUTSON.—D. R. Stickland, J. Christopher, Oct. 3: We have

eight men now working on black ore (copper and lead mixed); we have about

10 tons at surface (computed) in the moist state, and intend drawing more to-day to surface, where we must enlarge the dressing-house and floors at once. The main beam (bob) will, we hope, be delivered on the 1st of October. The

mines (bob) will, we hope, be delivered to-morrow. We intend to commence

erecting the engine in the beginning of the ensuing week by fixing top anchoring,

in order to bring up the heavy weights into the engine-house, the bob alone being

nearly 20 tons, which was taken down yesterday from the house in Chilveron Valley whole, and delivered to the ground perfect in all its bearings.

CAPE CORNWALL.—R. Pryor, John Davey, Oct. 1: Since our report for the meeting of the adventurers we have intersected the branch in the 100 cross-cut, north of the engine-shaft, and it has produced some good stones of yellow copper ore.

The ground inside this branch or leader presents an exceedingly favourable change,

and the water from the end has increased. We consider there are at present evident signs of our being very near to the lode, and such indications are much in

favour of its proving productive.

CAPPAGH.—W. Thomas, Sept. 28: The 115 end is driven west of skip-shaft 4 fms., and east 1 fm. 1 ft. 4 in.; also east of Buckley's winze 2 fms. 3 ft. 5 in.; re-

maining distance to drive to hole 2 fms. 5 ft. 7 in.; this I expect will be done in

about six weeks, after which, the 115 plat being nearly finished, we shall soon be

ready to resume the sinking of the skip-shaft below the 115; this work shall be

pushed forward with all possible speed; for the prospect of permanent success

depend entirely on sinking and opening deeper levels; this lode in the 115 end, east of skip-shaft, is worth about 12 $\frac{1}{2}$ per fm., but worth more in the bottom of the level.

In the 115 end, west of the shaft, the lode is worth about 8 $\frac{1}{2}$ per fm., but also worth

more in the bottom of the level. No lode taken down in the 115, east of Buckley's

winze, during the month; but when the ends are holed, and the skip-rod brought

down for the more speedy and economical discharge of the stuff, we shall take

down all the lode both east and west in the 115. The 104 end, west of Lorden's

winze, is opening ground for stoves: the stope east, back of 104, south lode, is

worth 12 $\frac{1}{2}$ per fm., set for the month to six men, at 4 $\frac{1}{2}$ per fm.; stope west on

south lode worth 7 $\frac{1}{2}$ per fm., set for the month to six men, at 4 $\frac{1}{2}$ per fm.; stope west

of skip-shaft, 104, worth 10 $\frac{1}{2}$ per fm., set for the month to four men, at 5 $\frac{1}{2}$ per fm.;

we shall ship our parcel of ore by the first vessel that offers; all the machi-

nery overground, and underground, is in first-rate working order, and having

achieved an improvement in the pitwork we shall lessen the consumption of coal.

CARDIGANSHIRE OLD BOG.—James Overton, Oct. 2: All work connected

with the erection of the machinery has made as good progress as the weather per-

mitted. During the past fortnight the gales have been terrific.

CASTLE AN DINAS.—T. P. Rixey, W. Buckthorpe, Oct. 3: The rise from the

15 to the open stope east is complete, and the stamps are now partly supplied from

this stope, which is very productive for tin. The stamps are also partly supplied from the western stope: here the quality of the tinstuff, although at so shallow a

depth, is very good. The incline tramroad in the wet stope has been extended to

the 15, and is now working well.

HOLLOWAY'S PILLS.—In bilious disorders, sick headache, indiges-

tion, and affections of the nerves, these famous pills, so highly appreciated in all

quarters of the world, are regarded as a perfect remedy. They purify the blood,

regulate the secretions, give tone to the stomach, restore the appetite, and reno-

vate the system. After a course of these pills the once emaciated and feeble patient

is so changed that his friends are both wonderstruck and delighted. These cheap

preservatives of life and health are a blessing to mankind. It would be hardly

possible to overstate the good that they have effected in diseases which, through

maltreatment or neglect, had gained such a mastery over the frame that their era-

dition seemed perfectly hopeless.

the 15, and by this a considerable quantity of tinstuff has been laid open, the quality of which is known to be very good. In the stope at the 25, west of the engine-shaft, we have splendid work, the branches of tin are very large, and maintain the same promising appearance as reported previously. The rise from the 25 to the 15 is being urged forward, and in a very short time will be complete. The scarcity of men during the harvest operations was a great drawback, but as these operations are being completed the men are getting more plentiful. We shall at once begin and push on as fast as possible the extending of the incline tramroad to the 25 west. This is a very important point, by which, if complete, the returns would be more than double, hence our desire to get them as quickly as possible.

CATHEDRAL.—J. Michel, Oct. 3: We are sinking Colonel's engine-shaft with all the force that can be brought to bear below the adit level, on the course of a most promising looking lode, which, judging from its character, we believe will very soon lead to a course of copper ore.

CEFFIN BRWYNO.—J. Paul, Oct. 2: The engine-shaft below the 104 is now down about 3 fms. In the 104 east the lode is 4 ft. wide, producing good stones of lead ore. The lode in the stope over this level east is 5 ft. wide, and yields 12 cwt. of lead ore per fathom, and likely to improve. In the stope over this level west the lode is 4 ft. wide, producing 1 ton of lead ore per fathom. The winze below the 92 east is still idle, through scarcity of men, and we now purpose putting the shaftmen to complete the sink to the 104, which I calculate will be done in about two months, when the sinking of the shaft will again be resumed. As soon as this winze is down we shall commence driving west of same at once, in order to effect a communication with the 104 going east, and to lay open the ore ground as quickly as possible. In the 80 east the lode is without change, showing a little lead and blonde ore. The stope over the 80 fm. level, 20 fm. west of cross-cut, is in a large lode, worth 1 ton of lead ore per fathom. The stope over the same level, 25 fm. west of shaft, is still idle, for want of men. In the 56 east the lode looks very promising, and yields good stones or ore at times. The lode in the stope over this level east is 6 ft. wide, 18 cwt. per fm., to 1 ton of lead ore per fathom. Having had a breakage in our crushing mill, the dressing, &c., has been impeded a good deal; but this is now repaired, and all things going on regularly again.

CHIVERTON MOOR.—G. E. Tremayne, J. Luxon, Oct. 1: Engine Shaft: The lode in the 105 west is 3 ft. wide, composed of hookan, quartz, and lead; of the latter will produce 12 cwt. per fm. Two stopes in the back of this level are each worth about 15 cwt. of lead per fm. The lode in the 80, driving west, is 2 feet wide, producing a little lead. The stope in the back of the 60, east of Retallack's shaft, is still idle, through scarcity of men, and we now purpose putting the shaftmen to complete the sink to the 104, which I calculate will be done in about two months, when the sinking of the shaft will again be resumed. As soon as this winze is down we shall commence driving west of same at once, in order to effect a communication with the 104 going east, and to lay open the ore ground as quickly as possible. The lode in the 80 fm. level, 20 fm. west of cross-cut, is in a large lode, worth 1 ton of lead ore per fathom. The stope over the 80 fm. level, 20 fm. west of shaft, is still idle, for want of men. In the 56 east the lode looks very promising, and yields good stones or ore at times. The lode in the stope over this level east is 6 ft. wide, 18 cwt. per fm., to 1 ton of lead ore per fathom. Having had a breakage in our crushing mill, the dressing, &c., has been impeded a good deal; but this is now repaired, and all things going on regularly again.

CREGBRAWS AND PENKIVEL UNITED.—John Johns, Oct. 1: Tregonning's Shaft: The 36 driving west of cross-cut, on down-right lode, is 18 in. wide; improved for tin, now producing good work. We have drawn a pile, hoping to sample it to-day to know its value. The two stopes working in the bottom of the same level, east lode, is improved, now worth 6 $\frac{1}{2}$ per fathom; stopping at 3 $\$

have communicated with the 20, driving east from Walter's engine-shaft, and shall at once set several new tribute pitches to an advantage, that will set from 10s. to 12s. in 1'. This part of the mine is now well ventilated, and we shall now be in a good position to raise large quantities of tinstone for the stamps. The pitches in this part of the mine are looking favourable, and are producing average work for the stamps. Walter's engine-shaft is sunk to the 40 from surface, and we have now resumed the sinking below that level by eight men, at 11s. per fathom. The lode in the 30, driving west, is 3 ft. wide, worth 9s. per fathom; driving by four men, at 12s. per fathom. The lode in the winze sinking below this level is 3 ft. wide, worth 7s. per fathom; sinking by four men, at 32s. 5d. per fathom. The lode in the 20 fm. level, driving west of shaft, on the north part, is 1 ft. wide, producing saving work, driving by four men, at 22s. 10s. per fathom. We now intend driving south to intersect the south part, and expect to cut it by driving 6 ft. The pitches in back of this level are looking much better, and the men getting average wages.

FORTESCUE.—T. Phillips, Oct. 2: We are obliged to suspend the sinking of Hosken's shaft until the engine goes to work on account of the water; the lode in the shaft is worth 35s. per cubic fathom. The lode in the flat-road shaft is not so big as it was last week, but is still worth 10s. per fathom. We have cut a new lode in a cross-cut in the 17'; it appears to be about 12 ft. wide, and contains good stones of tin. We have to-day commenced to drive a level west on its course, and by next week I shall be able to speak as to its value. The carpenter's shop and saw-house will be up and completed this week, and the building of the engine-house, &c., is being carried out energetically, and in the course of a few weeks, if the weather permits, we shall be having in the engine.

GAWTON COPPER.—G. Rowe, G. Rose, jun., Sept. 28: The lode in the 105, east of King's engine-shaft, is over 6 ft. wide, producing mudiic, intermixed with spar, capel, and ore, and showing a very kindly appearance for improvement. The lode in the rise and stope in the back of the 105 is yielding 5 tons of ore, worth 20s. per fathom. No. 2 stope, in the back of the same level, is worth 15s. per fathom. There is no change in the appearance of the ground during the past week in the 95 fathoms level, westmost, driving towards the south part of the lode. The lode in the end and stope in the bottom of the 95 fathom level, east of winze, is worth 12s. per fathom. The lode in the rise and stope in back of the 95 fathom level is worth 20s. per fathom. The lode in the 82 fm. level east is yielding mudiic and ore, worth 4s. per fathom. The lode in the stope in the bottom of the 70, east of Viont's winze, is worth 30s. per fathom. The lode in the stope, west of said winze, is worth 10s. per fathom. The lode in the stope in bottom of the 70, east of Williams' winze, is worth 9s. per fathom. Our sampling yesterday is computed at 23 tons of copper ore.

GLASGOW CARADON CONSOLS.—W. Taylor, W. J. Taylor, Oct. 1: **HARVEY'S LODE.**—We have had the winze on the north part to a tribute pitch, making good ventilation. We are sinking another winze east on the same part to open out more tribute ground. The 65 east is still rather disordered by a "horse," but a good course of ore, worth 35s. per fathom. The 52 east is worth 28s. per fathom. The winze in the bottom of this level is worth 20s. per fathom; we expect to hole this to the 65 end this month, which will make good ventilation, and open out a fine piece of ore ground. The 45 east is getting into a good run of ore ground, now worth 12s. per fathom, which we think will further improve shortly. The 15 east is worth 14s. per fathom. We are obliged to suspend sinking a winze in the bottom of the 65 for another month; we are in no hurry for this, as it will be down to the 78 before the cross-cut is in under; we have a fine course of ore, and easy ground to sink in. The stope throughout the mine are looking very well, varying in value from 10s. to 35s. per fathom. No change to notice on the caunter lode; we are getting some of the usual quality ore from it. We have sampled for our next sale (computed) 322 tons of good quality ore, and hope to sample about the same quantity by the end of another month, and go on making monthly sales for the future.

GOGINAN.—Sept. 24: The lode in the 110 fm. level, east of winze, is 4 ft. wide, containing a little ore, but not much to value at present. The stope over this level is producing over 1 ton of lead ore per fathom. In the stope over the 110 the lode is from 12 to 14 ft. wide, yielding 18 cwt. of lead ore per fathom. Here the men are now engaged filling up the western part of the stope, so as to keep the 100 fm. level secure. There are four pitches at work, producing on an average 16 cwt. of lead ore per fathom. We sampled 18 tons of good quality lead ore on Friday last.

GORESEDD AND CELYN LEVEL.—Oct. 3: The adit driving satisfactory. East Gorsedd ground becoming more productive; we are likely to make a good discovery here very soon.

GREAT CARADON.—Wm. Taylor, Sept. 31: There is very little change in the ground in the cross-cut. I hoped we should have a change before this, as we must be meeting some branches cut in the 70 cross-cut, about which the ground was better, and which I hope will have the same effect at this level. We are pushing on as fast as possible, and a little change in the ground would enable us to reach the lode quicker. A comparatively short time now will reach the lode, which is a very important point for this mine. I hope and believe we shall see a great change in this level.

GREAT MOUNTAIN.—John Fraser, Oct. 2: I am much engaged at the mine every day, and have only time to write you that I expect to have 10 tons of zinc ore ready for market by the end of this week, and in the beginning of next week we shall begin on our silver-lead ore from No. 4, as you are aware we have only been dressing zinc ore from No. 1, which contains much less silver-lead than No. 4, and is, therefore, more suitable to put through when the machinery is first started. We shall have a parcel of silver-lead out of this, but am unable at present to say how much, but we have a quantity of good ore ready broken to begin on next week with the machinery. The men are breaking very good silver-lead ore in No. 4, better than anything we have ever seen yet, and now the machinery is in good working order we shall be having getting parcels for the market.

GREAT NORTH LAXEY.—R. Rose, Oct. 1: The lode in the 110 end, driving north, is about 3 ft. wide, composed chiefly of quartz, of a very promising nature, with a little lead, but not enough to value; I expect we shall have more lead in this end very shortly from appearances. In the 96 sump the lode is about 3 feet wide, and in the north end is worth 1 ton of lead per fm.; the sump is down 6 fm. The north shaft is sunk 11 fms. below the 110, and we shall commence to drive out a new level at the bottom in a fortnight's time; the lode at present is about 4 feet wide, composed of rock and spar, with a mixture of lead. The stope in the roof of the 96, 84, and 73 are not looking so well; on an average they are worth about 1/2 ton of lead per fathom.

GREAT RETTALLACK.—J. Harris, Sept. 28: There is no particular change in the adit end since my last, the end producing stones of blende. The air in the old engine shaft is improving, as we are getting down nearly to the 30 fm. level.

GREAT ROCK.—T. Kemp, Oct. 3: All points in the mine are progressing as usual, and I see no change that calls for any remarks from me.

GREEN HURTH.—W. Vipond, Sept. 24: At our bargains setting yesterday the new south end was set to four men, to drive at 81s. 6d. per fathom, the sides and top to be worked at 48s. 6d. per fathom. I am sure this is worth at least 20 tons per fathom for the width we are working it. The stope behind is set to two men, at 33s. per fathom, worth 1 1/2 ton of ore per fathom. The working by the west check is set to two men, at 42s. 6d. per fathom; this is poor at present, worth 2 tons of ore per fathom. The east branch is set to two men, to drive at 84s. per fathom, extra height 48s. 6d. per fathom; worth 1 ton of ore per fathom.—North Mine: The cross-cut east from north end is set to two men, at 71s. per fathom. The low level is set to four men at 78s. per fathom.

—William Vipond, September 28: There is no very material difference in the new south end; it is not such a width just at present, but this is always the case before we break through to another rib of ore on the west side, and we see indications that another is laying off as usual; it is still producing splendid ore. The working by the west check is not so productive this week, the main rib in this being cut off by the level, and another one just forming; this will shortly be as good as ever until intercepted by the level again in a similar way. The east branch is not so good as it was, being quite narrow, nothing having come in to this from the main vein for some time. The stope is producing very fair ore, considering it is so near the top of the limestone.—North Mine: I think there are indications in the cross-cut, east from north end, that we shall cut something soon. No change in the Low level. The dressers have laid down 40 bings (16 tons) of ore this week.

The stope bottom of 15, south of North winze, is worth 7 cwt. of ore per fm. We sampled yesterday 20 tons of lead ore, to be sold on the spot.

HALKYN DEEP LEVEL.—Oct. 1: In the deep level south-west, on the Deep Level vein, the lode is about 12 in. wide, consisting of limestone and spar, and containing spots of lead ore; the ground still continues rather hard for driving. The 174 yard level, south-west on Deep Level vein, has been re-opened during past month. The cross-cut driving south at the 156 yard level from Pant-y-go shaft, is going out in congenital limestone for producing lead ore or should we intersect a parallel lode. The lode in the 160 yard level, south of junction from Trustee's shaft, on the Pant-y-go vein, is 18 in. wide, carrying two well-defined walls, and producing occasional good stones of lead ore. The 146 yard level, north of north shaft, on Pant-y-go vein, is in a lode full 4 ft. wide, composed of spar, and showing nice spots of lead ore, a fine promising great lode. In the present forebreast the lode is full of small vugs, discharging water very freely, which makes our progress rather slow for driving. There appears to be a great pressure of water on before us, and we should reasonably expect to meet better ground and a more productive lode at this point soon. The tribute department continues much the same.

HINGTON DOWN CONSOLS.—J. Richards, Oct. 3: **Bailey's Shaft.**: In the 140 west, a cross-course has been intersected, from its size and appearance

we may reasonably hope, exercise a favourable influence on the lode. In the 120 west, and west of point of communication, the lode continues a splendid course of ore, worth 80s. per fm. In the stope in the bottom of the 110 west the lode is also a fine course of ore, worth 80s. per fm. In the 110 west we continue to drive by the side of the lode for more speedy progress. The stope in the back of the 110 west is worth 12s. per fm. The sale of ore on the 24th, will be about 30 tons.

LLYWERNOG.—J. Evans, Oct. 2: No change to notice in any part of the mine during the past week, except in the cross-cut going south from the 50. This cross-cut is in now 7 fathoms, and we have about 2 fms. more to drive before it will come under the point, where we expect to catch the south lode on its dip. We have, however, intersected a small branch of lead ore, which seems to be a flyer off the lode, and I hope to have something good to report from this point shortly. The mine continues to look well. The winze from the 62 to the 72 I expect to have

through now at any hour.

MINERA UNION.—J. Nicholls, Oct. 3: **Boundary Shaft.**: The pitch in the back of the 100 yard level north will produce 10 cwt. of lead per fathom. The pitch in the back of the 50 north 10 cwt. per fathom. The pitch in the 50 south has fallen off in value since last report, now worth 15 cwt. of lead per fathom.—Brabner's Shaft: The pitch in the back of the 80 yard level south is worth 5 cwt. of lead per fathom. We have this day sent out samples of 5 1/2 tons of lead, the produce of last month's working.

NANT-Y-BLAID.—E. J. Burn, Sept. 27: We are through the lode in the deep adit, and have passed through two very good branches of very nice stuff, spotted with lead now and then, and should be continued again as we have several fathoms

to get under the shallow adit level. We have driven the cross cut in the shallow adit about 3 fathoms; we have the north part of the lode in the end, but we have not cut through it, it looks very nice, soft carbonate of lime, &c.; it ought to make a good deal of lead ore.

NETHER HEARTH.—Wm. Vipond, Sept. 27: We have had rather better ore here this week, but the ground is still extremely hard. They are beginning to work towards the shaft, as they are quite high enough up in the limestone to intersect the open ground.

NEW BELDON.—J. Barrow, Oct. 1: In the Beltonish-lis vein, in low grit-sill, west of the shaft, the stope and side are each worth 6 cwt. of ore per fathom. The side has now been worked up to the west of the forebreast, and to-day we shall commence to drive the forehead, in which I have set a contract for 2 fathoms, at 70s. per fathom, 6 ft. high by 4 ft. wide; the stope is 9 ft. behind the forehead, and is in harder ground than the forehead. I have set a 2-fathom length on the stope, at 80s. per fathom. The ore broken for the month I estimate at four bings. At the dressing better progress is made since my last, and we are now putting down boulders to dress the sludge ores.

NEW CROW HILL.—T. Trelease, Oct. 1: We have suspended the 45 cross-cut, and put the men to drive west on the branches referred to in former reports.

NEW DALE.—R. Niness, Oct. 3: No. 3, on Johnson's Lode: I value one place to yield 2 tons per fathom; if it only continues as it now is, and there is every likelihood of its doing so, we shall soon be able to get a nice parcel. The water is now forked to the bottom of the down-right, or at the 65, below the adit. I estimate we shall have at surface by Monday next not much (if any) less than 20 tons first-class quality ore, and 1/2 ton second-class.

NEW DOLCOATH.—J. Vivian and Son, N. Clymo, Oct. 3: **Old Main Lode.**: In the 140, east of east shaft, the lode is about 1 1/2 ft. wide, yielding some good stone, and improving in quality as weadance.—**Old South Lode.**: In the 140, west of east shaft, the lode is 1 ft. wide, yielding about 1/2 ton of copper ore per fm., with some rich tinstone. In the rise over the last-named level the lode is 2 ft. wide, and yields 3 1/2 tons of copper ore per fathom.—**New South Lode.**: In the four stope in back of the 120, west of new shaft, the lode is worth on an average for tin and copper about 15s. per fathom.—**Town Lode.**: In the deep adit level, west of Town shaft, the lode is 1 1/2 ft. wide, composed principally of gossan, with occasional spots of copper ore.

NEW GREAT CONSOLS.—Richard Pryor, Jas. Thomas, Jas. Williams, Oct. 2: No change has taken place in this mine during the past week worthy of remark. Our stope and tutwork bargains throughout this mine are looking well, and all things at surface are progressing very satisfactorily.

NEW HINGSTON.—G. Rowe, G. Rickard, Oct. 3: The ground in the rise in back of the 12, on south level, is of a most favourable description both for mineral and progress, and we hope to form communication between this point and No. 2 stope in the bottom of the adit level about the end of this month; we shall then be in a position to take away the tail ground standing at great advantage. Nos. 1 and 2 stope, in bottom of the adit on the south lode, continue to yield good work for the stope, of the same value as when last reported upon. We have commenced a new stope in the back of the adit on the south lode, which is producing capital work for tin. We are progressing favourably with the surface operations, and every thing bids fair. I have a good batch of tin for sale at the end of this month.

NEW NORTH VAN.—Wm. Williams, Oct. 1: The driving east on the course of the lode is still improving as we get under cover, now showing spots of lead, blonde, and spar.

NEW ROSEWARNE.—J. James, J. Rule, Sept. 28: Setting Report: The 67, west of cross-cut, is producing low quality tinstone, and looking very kindly, we think this will greatly improve shortly; set to four men, at 10s. per fm. We have set a stope in back of this level, west of rise on north lode, to four men, at 8s. per ton of stuff; lode worth 25s. per fm. Also a stope, east of the same rise, to four men, at 7s. per ton of stuff; lode worth 25s. per fm. The 58, west of cross-cut, is improving since last report, now worth 12s. per fm., set to four men at 12s. per fm. The two stope, one east and the other west of rise, in the back of this level, are each worth 40s. per fm., set to 12 men at 10s. 6d. per ton of stuff. A stope in back of the same level, on north lode, east of shaft, is worth 12s. per fm., set to four men, at 7s. per ton of stuff. A stope in the side of this level farther east, is worth 12s. per fm., set to three men and three boys, at 9s. per ton of stuff. In driving west of 46 winze, the lode is worth 10s. per fm., set to six men at 10s. 10s. per fm. We expect to hole to the 58 rise shortly. The 48, driving east of cross-cut, is worth 25s. per fm.

We have nearly holed to the same level, west of side, and think we are not on the same part of the lode. This is a good feature, as there is, no doubt, considerable more valuable lode standing to the south; we have not yet set this, as it will be holed in a day or two. Twostopes in the back of this level are each worth 45s. per fm., each set to six men, at 10s. 6d. per ton of stuff. In sinking the winze below the 34, over the 46 rise, the lode has a very good appearance, but not rich, producing a little tin; set to four men at 10s. 10s. per fm. In the 34, west of north cross-cut, the branches are converging; we look for improvement shortly; set to four men, at 7s. per fm. The pneumatic stamps are working well and meeting our expectations.—P.S. The rods to Bliford's shaft will work in two or three days.

NEW ROSEWARNE.—J. James, J. Rule, Oct. 2: Setting Report: The 67, west of cross-cut, is producing low quality tinstone, and looking very kindly, we think this will greatly improve shortly; set to four men, at 10s. per fm. We have set a stope in back of this level, west of rise on north lode, to four men, at 8s. per ton of stuff; lode worth 25s. per fm. Also a stope, east of the same rise, to four men, at 7s. per ton of stuff; lode worth 25s. per fm. The 58, west of cross-cut, is improving since last report, now worth 12s. per fm., set to four men at 12s. per fm. The two stope, one east and the other west of rise, in the back of this level, are each worth 40s. per fm., set to 12 men at 10s. 6d. per ton of stuff. A stope in back of the same level, on north lode, east of shaft, is worth 12s. per fm., set to four men, at 7s. per ton of stuff. A stope in the side of this level farther east, is worth 12s. per fm., set to three men and three boys, at 9s. per ton of stuff. In driving west of 46 winze, the lode is worth 10s. per fm., set to six men at 10s. 10s. per fm. We expect to hole to the 58 rise shortly. The 48, driving east of cross-cut, is worth 25s. per fm.

NEW WHEATLEY.—W. H. Martin, Oct. 2: The driving east on the course of the lode is in 16 fms. The lode in its appearance is still very kindly. We have during the past week broke a quantity of blonde, which we have preserved to itself; but the blonde is dipping west, and is nearly gone from the end. We have still a beautiful flockan, which sometimes shows lead and plenty of mudiic. The lode is highly mineralised.

PENRHUITH CONSOLS.—J. Kendall, J. Michell, Oct. 3: The lode in Highbrow engine-shaft is worth for tin 70s. per fm. In the 10, east of this shaft, the lode is worth 25s. per fm. We have for the present suspended driving the adit level west of shaft, in order to sink a winze to the 10, for the purpose of ventilation; the lode in this winze is worth 10s. per fm. The lode in Greene's engine-shaft is worth 40s. per fm. We are pushing forward with all possible speed the cross-cut driving north from Simmons's shaft, in order to intersect this lode at a depth of 30 fms. from surface. The Chy lode, at the adit level, is worth 40s. per fm. We shall receive to-morrow tenders for the building of Greene's engine-house.

PERKINS BEACH.—E. Davies, Oct. 3: Pump Sump: We are taking very good care of the roof. In a few days we shall commence sinking in the ore north of the tramway, and sample 25 tons from this part of the mine on Friday. There is no change in the bottom drivage; the spar continues in the west about 2 ft. wide, and its quality is better, and our two leaders of ore coming in from the north still continue.—No. 2 Counter: We have nearly completed the plat ready to resume sinking; the ladders are placed down the rise from the 20 to the bottom of this winze, and the air is very good. At the bottom of the engine-shaft we have enlarged the loop-room by driving north-west, and intend to take it about 6 fms. In this loop we shall save quite 10 hours coal in 24 under our large engine-boiler. The south cross-cut has entered a slight change of ground; the greenstone is tender, fuller of spar, somewhat lighter in colour, and more mineralised than ever. Our progress will be faster.

PERRIN WHEEL VOR.—W. H. Martin, Oct. 2: We have finished cutting ground at the 170 for cistern-plate, and also cut hatches for stays for the main rods. The men are now engaged cutting bearer holes. We hope in a few days to fix the necessary work required for sinking below the 170.—Pressure Lode: The back of the 10 fm. level is not looking quite so good for tin.

PENNER HILL.—W. T. Harris, J. Delbridge, Oct. 2: We see no material change in either of the bargains or stoves since my last. I am glad to say that two or three

of the stoves in clearing out the old level; owing to the sides and roof not having been timbered the ground has given way, and there is much to be wheeled out. We have discovered large stopings in the back of the lode on which the winze is sunk, at the bottom of

however, that the vein is wide, and worth over 5 tons of lead ore per fathom, or a money value of 70*s*. The stope in the back of the 80, south of winze, by three men, at 7*s*. per fathom; lode worth 28*s*. per fathom. The middle level, below the 65, to go south of No. 1 winze, by four men, at 10*s*. per fathom; lode worth 28*s*. per fathom. The 65, to drive north of ladder-winze, by four men, at 12*s*. per fathom; lode worth 20*s*. per fathom. No 1 stope, in the bottom of the 65, north of No. 3 winze, on Roman vein, by four men, at 6*s*. per fathom; lode worth 70*s*. per fathom. No. 2 stope, south of said winze, by four men, at 6*s*. per fathom; lode worth 10*s*. per fathom. The stope in the bottom of the same level, south of No. 1 winze, by four men, at 6*s*. per fathom; lode worth 60*s*. per fathom. The lead from the three stoves named is discharged through the 80 fm. level. The middle level, below the 65, north of Corfield's, by four men, at 15*s*. per fathom; lode 9 to 10 ft. wide, worth 7*s*. per fathom. The same level to drive south of shaft, by four men, at 15*s*. per fathom; lode very wide, and worth 50*s*. per fathom. The 65 to drive south of Corfield's, by six men, at 12*s*. per fathom; lode at present composed of carbonate of lime, which divides the north great run with the south great run of ore seen at and about Stoke's winze. The No. 1 stope in the back of the 65, south of Corfield's, by four men, at 6*s*. per fathom; lode worth 60*s*. per fathom. No. 2 stope, south of ditto, by four men, at 6*s*. per fathom; lode worth 60*s*. per fathom. No. 1 stope, in the back of the 65, north of Corfield's, by four men, at 7*s*. per fathom; lode worth 120*s*. per fathom. No. 2 stope, in same level north, by six men, at 7*s*. per fathom; lode worth 120*s*. per fathom. No. 3 stope, in same level north, by four men, at 6*s*. per fathom; lode worth 40*s*. per fathom. No. 4 stope, in same level, north of Corfield's, by four men, at 6*s*. per fathom; lode worth 100*s*. per fathom. The lode in the winze sinking below the 110 is 2 ft. wide, worth 10*s*. per fathom. The 65 to drive south-east on caunter lode, by two men, at 10*s*. per fathom; lode of a very promising character. No. 1 winze, below the 50 fm. level, south of Corfield's shaft, by four men, at 12*s*. per fathom; lode yielding lead and blende, but at present not to value. The new south engine-shaft from surface, by nine men and three labourers, at 17*s*. per fathom. We are getting on with the fixing of the engine, &c., as well as with building operations.

ROSEWELL HILL AND RANSOM UNITED.—J. Daniel, Wm. Buglehole, Oct. 2: Standard Lode: The lode in the 110, driving east of Ransom shaft, is 18 in. wide, worth 8*s*. per fm. The lode in the stope in the back of this level is 1 foot wide, and worth 9*s*. per fm. The lode in the winze sinking below the 110 is 2 ft. wide, worth 10*s*. per fm., and the lode in the stope in the bottom is 2 feet wide, worth 8*s*. per fm. The lode in the 90, driving east, is a little larger, but does not produce tin in sufficient quantities to value. The lode in the carbon in the back of this level is taking a southerly dip and presenting an improved appearance; it is now 5 ft. wide, and worth 10*s*. per fm. The lode in the 60, driving east, is large and tony; 2 ft. wide, and worth 9*s*. per fm. The lode in the 30, driving east, is 15 in. wide, and worth 8*s*. per fm. The lode in the 20 east is 18 in. wide, worth 6*s*. per fm. These levels are opening out some good tribute ground, which will be taken away at a profit in due course. The 100, west of Sump shaft, is without change to notice, as is also the 90 cross-cut north.—No. 3, North Lode: We have not been able to do anything on this lode for the past week, the ground given through being very heavy and requiring to be newly timbered. We, however, hope to be able to resume the drivage of the level on this lode in a week or ten days from this date.—Goole Pella: Since we last advised you, we have taken down the lode in the flat rod shaft. We are glad to say that it fully maintains its size and value; it is now 2 1/2 ft. wide, and worth from 12*s*. to 15*s*. per fm. A very kindly lode indeed.—Wheat Winze: We have tried to fork the water out of the old shaft below the adit, with barrels, but find it to be too quick for us; consequently we shall at once commence to drive the 30, west of Rosewell Hill, under the old shaft and workings, and thereby hope to drain the water and open up some good tribute ground at this point. Our tribute pitches are yielding their usual quantities of tin.

ROSEWARNE UNITED.—John James, Oct. 2: We are opening the adit shafts, and shall proceed to secure the adits as soon as possible. We shall have some considerable work to do in them, but hope to find them in moderate condition.

ROSE UNITED.—G. E. Tremayne, Oct. 2: The clearing out the foundation for the winding engine and steam-expansion is completed, and the masons will commence building forthwith with all possible speed. The engineers have commenced fixing the gear for heaving in the 80-in. engine. The deep adit we have cleared and secured 200 fms., and the men are still making good progress in clearing west towards North Downs. The tin and copper pitches above the adit are turning out very well. All other explorations are being carried on with vigour.

SOUTH CONDURROW.—J. Vivian and Son, H. Abraham, Oct. 3: We have just completed the enlargement of the pitwork by the substitution of a 12-in. plunger-pole, with 11-in. column, at the 82, in place of a 10-in. pole with a 9-in. column, by which we shall considerably reduce the rate at which the engine will work, and effect a corresponding saving in the consumption of coal. In the 82, west of King's shaft, the lode is 6 ft. wide, worth about 35*s*. per fathom. In the 71, west of King's shaft, the part of the lode we are carrying is 7 ft. wide, worth about 40*s*. per fathom. In the No. 1 winze, sinking below the 71, west of King's shaft, the part of the lode which we are carrying is 7 ft. wide, worth about 40*s*. per fathom. In the No. 2 winze, sinking under the same level, we are carrying a width of about 6 ft. of the lode, which is worth about 60*s*. per fathom. In the winze sinking under the 61, west of Vivian's shaft, the lode is 3 ft. wide, worth about 25*s*. per fathom. In the 51, west of King's shaft, the ends east and west of cross-cut, and the rise over the same, are worth on an average about 20*s*. per fathom. In the 10, east of new shaft, the lode is 2 ft. wide, worth about 8*s*. per fathom. In the shallow adit level, west of Plantation shaft, the lode is 1 1/2 ft. wide, worth about 5*s*. per fathom. The rise over the last-named level has been communicated with the surface, having passed through a lode worth on an average about 12*s*. per fathom, which will now be worked on tribute.

SOUTH FOWEY CONSOLS.—F. Puckey, C. Merrett, Sept. 30: Since our last monthly report we have sunk No. 1 shaft below the 10 from surface, and 2 fms. on the course on the north part of the lode, and have cleared the 10, west of the said shaft, 11 fms.; for the whole of the distance as far as cleared the lode from the back of the level to surface has been taken away by ancient miners, with the exception of a few small arches left to support the ground. We find the north part of the lode in the bottom of the level, and likewise in sinking the shaft, to be very regular, but small, and will in places produce good work for tin. From the great width of this extensive working at surface we calculate on a portion of the lode being still further south of the level at the bottom of the shaft, consequently we have driven a cross-cut south from the shaft 2 fathoms, and have intersected a splendid-looking lode for near 2 ft. in width, which is composed of beautiful pebbles, some capel, and a little tin, and looking exceedingly promising for increased productiveness when developed at a greater depth. As the end still contains branches we shall continue driving the cross-cut a little further south, and if no more lode be met with we shall again resume sinking the shaft perpendicular until we strike the lode, and then sink on its course to prove the same, when we confidently expect a great improvement. We have also in the past month resumed the driving of the adit west of Bawle's shaft, on Bawle's lode, and have driven 3 1/2 fms.; in this driving the lode has very much improved in size and appearance, and in the present end is full 3 ft. wide, composed of splendid gossan, quartz, pebbles, and white pefan, and producing some rich black oxide of yellow copper ore, and looking exceedingly encouraging for further improvements.

SOUTH GREAT WORK.—S. J. Reed, Oct. 2: The shaftmen have nearly completed cutting the necessary ground for plat and barrow-road in the 20, having fixed strong timber to support the ground westward by the slide at the shaft. The ends in the 20 will be resumed forthwith, and pushed on as fast as possible. In the winze sinking below the 10 the great north lode is 4 ft. wide, and worth 18*s*. per fathom. The 10, east of engine-shaft, is at present driving on by the side of the lode, and where cut into it is worth 20*s*. per fathom. A rise is being put up in back of this level, west of shaft, to meet the winze sunk 4 fathoms below the adit, where there is a fine looking lode, containing rich work for tin. A stope in back of this level is worth 12*s*. per fathom. Six men are engaged clearing up the Orchard shaft, and we have ready a lode containing good saving work for the stamps. I purpose getting this shaft cut down as fast as possible, to receive the pitwork before winter floods set in.

SOUTH LISBURN.—Mark Whitford, F. Williams, Oct. 1: Saturday last being our setting-day the following marks were set.—The 45 to drive west of engine-shaft, by four men, at 6*s*. per fathom; the lode is 6 inches wide, carrying a small branch of blonde about 2 in. wide, and emitting a good deal of water. No. 1 stope, in the back of ditto, by four men, at 2*s*. 5*s*. per fathom, is producing blonde at the rate of 1 1/2 ton per fathom. No. 2 stope, in back of ditto, by four men, at 2*s*. 5*s*. per fathom; here the lode has improved since the last report, being worth at the present time from 1 1/2 to 1 1/2 ton of blonde per fathom. No. 1 stope, in the back of the 34, set to four men, at 2*s*. 5*s*. per fathom; there is no particular change in this bargain since last reported on; the present value for blonde is about 10 cwt. per fathom, and looking very kindly in the eastern end of the same. No. 1 stope, in the back of the 27, taken by four men, at 2*s*. 5*s*. per fathom, and producing about 16 cwt. of blonde per fathom. The late severe rains have materially impeded our dressing operations, notwithstanding we are urging on the same with all dispatch.

SOUTH MERLYN.—Oct. 3: I have no change to report since my last. All work satisfactorily.

SOUTH ROMAN GRAVELS.—John W. Powning, Oct. 2: Shovelfield: The engine is its bed and fixed. We are now engaged fixing winding gear, &c., and making balance-hob and poppet-head. All other work progressing satisfactorily. The deep adit cross-cut west, towards Roman lode, set to six men the month at 8*s*. per fathom, the men to tram, fill, and land their own stuff.

SOUTH PLYNLIMMON.—J. Walters, Oct. 2: The shaft sinking on the course of the lode is down 6 fms.; the ground is rather hard and slow for progress; the lode is composed of quartz, killas, and spotted with mundie, and of a most promising character; and I am of opinion that there are valuable deposits of ore to be found in this section of ground. The 40 fm. level west is extended 17 fms. 5 ft. on the course of the lode; the men have been engaged taking down the lode within these last few days; so far as taken down it is from 6 to 7 ft. wide, and looking exceedingly promising. The lode is composed of carbonate of lime, spar, flockan, and mundie, and letting out water freely, and presents at this point a more promising character, and is more clearly defined than in any other part of the mine. The 40 cross-cut south is extended 14 fms. 2 ft.; the ground is composed of killas and mundie, with water coming from all heads and floors, showing indications that a branch or lode is not far off. The 40 cross-cut north is extended towards the middle lode 2 fms. 5 ft. 6 in. No change at this point.

SOUTH TOLCARNE.—J. Vivian and Son, J. Paul, Oct. 3: Engine Lode (No. 1): In the deep adit level, east of engine-shaft, the lode is 1 1/2 ft. wide, producing tin throughout, which will pay for returning. In the deep adit level, west of engine-shaft, the lode is 2 1/2 ft. wide, containing spots of copper ore.—Fraser's Lode (No. 2): In the deep adit level, west of cross-cut, the part of the lode which we are carrying is 3 1/2 ft. wide, yielding rich stones of tin, and paying tinstuff through. In the deep adit level, east of cross-cut, the part of the lode which we are carrying is 3 ft. wide, and favourable for the production of tin.—Innes's Lode (No. 3): In the deep adit level, west of the lode we are driving by the side of the lode, in order to make more expedition. In the deep adit level, east of cross-cut, the lode is 5 ft. wide, containing yellow copper ore throughout.—Gossan Lode (No. 4): In the deep adit level, west of cross-cut, the lode is 2 1/2 ft. wide, yielding stones of black and grey copper throughout. In the deep adit level, east of cross-cut, the lode is 1 1/2 ft. wide, composed of gossan, quartz, and pefan.

SOUTH VAN.—James Richards, Oct. 3: I am glad to inform you that we are meeting with some branches of spar in the sinking of the shaft dipping towards the lode. The same is mixed with mundie and spotted with lead ore. This looks well for meeting with a good lode at the next level. I am very pleased with the appearance of the ground.

SOUTH WHEAL KITTY.—Stephen Davey, J. Williams, Sept. 28: South Shaft: This shaft is sunk about 10 fathoms from surface, and is now getting into the change of ground; the lode is still unsettled, and soon productive of mineral. In the adit level, driving north, since last report we have cut another lode of promising appearance. During the past week we have gone through 2 fathoms of highly mineralised ground, and from the indications we shall cut another lode in 1 or 2 fms. further driving. There is every indication of laying open a permanent mine in depth.

ST. AGNES CONSOLS.—Wm. Vivian, Oct. 2: There is no change to notice in the mine since last week. In the 26 fm. level, driving on Wheal Rock lode, east of the engine-shaft, the lode is 3 ft. wide, and worth 5*s*. per fathom for tin. In the 65, to drive north of ladder-winze, by four men, at 12*s*. per fathom; lode worth 28*s*. per fathom for tin.

ST. BLAZHEY CONSOLS.—P. Rich, Oct. 1: The men are making good progress in clearing and securing the adit level at Colman's shaft. In the past week we have passed another lode, which is 1 1/2 ft. wide, producing tin: this lode has not been driven on, only cut in the cross-cut; the stratum is very congenial for tin, friable, and easy for driving. We hope soon to reach Colman's shaft.

ST. DENNIS CONSOLS.—J. Parkyn, Oct. 3: I shall at once commence to clear up and secure the engine-shaft to the adit, which is about 12 fms. below the surface. Under the adit the shaft is clear to the 20 fm. level, where the lode is worth 6*s*. per fathom for tin.

ST. JUST AMALGAMATED.—Richard Pryor, Nicholas Bartle, Thos. Richards, Oct. 1: No particular change has taken place throughout this mine during the past week. The lode in the adit level, driving east of Phillips's engine shaft (eastern mine), continues to be worth 7*s*. per fathom for tin. The lode in the new shaft sinking below surface is at present worth 12*s*. per fathom. Our tribute department is looking much as usual.

ST. LAWRENCE AMALGAMATED.—Wm. Wasley, Oct. 3: We have put in timber over the swallow, and got across to the end, and the eight men are now engaged in cutting down the roof of the swallow to make the level to a full size for wheeling, &c. We are getting some fine lumps of ore from the roof, and I think, when we commence to drive on the course of the lode, we shall soon get into good runs of ore, as the Hundred Pound lode will come across in a few yards driving.—Victoria: I have stopped all the men here, on account of the increase of water, until the engine is completed, and put six of them in the 52 yard level at St. Lawrence.—Valentine: We have seven men stowing in 33 yard level, where they are getting a fair quantity of ore. I have stopped the rise on Wasley's lode, in the roof of the 63 yard level, and put the men to stop down the eastern end of the rise, where I am glad to say, they are getting some good ore.

TAMAR CONSOLS.—James Secombe: An adit level has been taken up in the valley, and driven in an easterly direction to the engine-shaft, where it gains a back of about 16 fms. About 20 fms. east of this shaft it intersects the counter lode, running south-east and north-west, which has been opened upon for about 10 fms. in length, and is now being stoned in the back, where it is worth about 20*s*. per fathom for silver-lead, and preparations are being made for laying it open for greater length, which should be done, especially eastward. From the limited piece of lode yet available for operating upon several hundreds of pounds worth of lead has been broken, and are now lying at the surface, giving the strongest possible confirmation of its productiveness. The engine-shaft is full of water to the adit, therefore I could not see anything below that level, but I am informed that it is 12 fms. under it, and cross-cuts driven at that level to both the counter and another lode. The cutting of this latter is said to have been very satisfactory as regards its value, but was not then so with respect to the water let down by it, which overpowered the little horse-engine employed. With regard to the former (counter lode) I consider the indications it presents at the adit level are such as to fully justify my believing the statement that there is a gool lode in the 12 under. The stratum (killas) is of the character usually found when lodes produce large quantities of silver-lead ores, and I see no reason why the Tamar Consols lodes should not be as remunerative as those similarly embedded in other localities. I would advise pushing forward the erection of the engine, fixing pitwork, &c., to drain the shaft, and open a large piece of lode for stope, that regular returns of ore may be made. If I may judge from the water in the adit large pitwork will not be required below that level. Upon the whole, I consider this a property from which there are good prospects of large profits being derived from a small outlay.

TAMAR VALLEY.—J. Goldsworthy: At Weston's engine-shaft good progress is being made in sinking for cistern and preparing for bringing the plunger from the 47 to the 57 fm. level. This work has been forced on from Monday morning at 1 A.M. to Saturday at 10 P.M. The tribute pitch is producing fair average quantities of silver-lead ore. We are preparing a parcel of silver-lead ore for sale; no time will be lost in getting it ready.

TANKERVILLE.—A. Waters, Oct. 3: The very large cavity which has been in the 48 fm. level, driving east of the adit, is yielding out much water, and indicates the near approach of a lode—perhaps the Cornish vein, which must cross the track. The lode in California shaft, below the 15 fm. level, shows a fine appearance, the ore course being on the hanging side of a cavity, and the yield being in large rocks of solid lead, equal in quantity to anything in Tankerville or Roman Gravels. The winze below the 15 fm. level, 12 fms. north of shaft, is now down to a lode similar to that in the shaft, and shows indications of improvement as we go down. The stope on Cornish and Wood lodes are just as last reported. The new south boundary shaft is being pushed down speedily; we shall soon have a communication from the shaft into workings made on Roman Gravels lodes.

WEST TANKERVILLE.—A. Waters, Oct. 3: The 48 south, on Wood vein, is without any change to notice for some time past. The 48, north-west of California caunter lode, is letting out much water, and indicates the near approach of a lode—perhaps the Cornish vein, which must cross the track. The lode in California shaft, below the 15 fm. level, shows a fine appearance, the ore course being on the hanging side of a cavity, and the yield being in large rocks of solid lead, equal in quantity to anything in Tankerville or Roman Gravels. The stope on Cornish and Wood lodes are just as last reported. The new south boundary shaft is being pushed down speedily; we shall soon have a communication from the shaft into workings made on Roman Gravels lodes.

WEST WHEAL GORLAND.—J. Mayne, Oct. 3: South Lode: There is no alteration to remark on in the different points of operation since my last report.—North Lode: The 20 fm. level, driving east, is in a large gossan lode, improved since last week, and now worth 10*s*. per fathom; driving for 1 1/2 fm. The 42 fm. level, driving west, is very promising for a further improvement.—Messer's Shaft: The men are cutting down the shaft with all possible despatch. The masons are busily engaged about the roof of the engine-house, and hope to have it finished by Saturday night, when the engineers will commence forthwith to put in the engine.

WEST WHEAL LUCY.—J. Nancarrow, W. Harris, Oct. 3: We are driving north and south from the bottom of engine-shaft, in a stratum which is most congenial for tin, and we expect soon to get into valuable ground. The progress in rising and sinking on the copper lode is rather slow, owing to ground being hard and the places badly ventilated.

WHEAL BULLER.—C. Thomas, Oct. 2: Our various points of operation are made the same as last reported. On Friday next, being our tribute and tutwork pay and setting, a full report shall be sent.

WHEAL COATES.—W. H. Martin, Oct. 1: The men in the engine-shaft have fixed the bearer, cistern, and plunger in the bottom, and are now fixing the pumps from the adit to the surface. In a few days the whole of the pitwork will be in course for the engine to go to work. Our engineers are not getting on so fast as expected, owing to the delay of materials from the foundry. The masons will finish building the boiler this week; next week they will assist in building the stamp-house. This work will be forced on with all speed with a full staff of masons.

WHEAL CREBOR.—John Goldsworthy, Oct. 2: In the 120, east of Cook's shaft, the men are taking down the lode, which, as far as taken down, is 4 ft. wide, of a most promising description, and producing over 3 tons of good quality copper ore per fathom. Judging from present appearances, by the time the lode is taken down to the breast of the end a further improvement will take place in its value. In the 148, east of Cook's shaft, the driving is being forced on, and, judging from the favourable nature of the stratum, we expect a good lode before long. In the 96 cross-cut south fair progress is being made. In the 72 east, and east of cross-course, the driving is by the side of the lode; the indications lead one to an opinion that a speedy improvement will take place. In the 48 east the lode continues in two parts, with a horse of killas between them: these parts are coming towards each other at the point of junction. We look forward to an improvement, particularly as there is a cross course in advance of the end. In the 60, west of Kelly's shaft, the driving is continued obliquely in a north-westerly direction, so as to intersect a wall gone off in that direction. In the driving we have cut water, therefore we consider a branch or main part of the lode is not far ahead. There is no change in tribute department.

WHEAL FRIENDSHIP.—Sept. 30: Bennett's Lode: There is no change in the 15

blende coming in on the footwall. We have holed the level driving north from No. 2 shaft, on Goddard's lode, with the other workings, thus opening up this lode for the whole length it has been worked upon. After a little preparatory work at this (No. 2) shaft, I purpose starting a set of men to sink it deeper—if possible deep enough to meet the level coming south from Pyne's shaft—to open up this piece of ore-ground for stoping. The trial shaft we are sinking on the new No. 2 east and west lode continues to yield about $\frac{1}{2}$ ton of lead per fathom, and we are saving nearly the whole of the stuff for blending: the shaft is down 4 fms., 3 ft. from surface. I believe we have a valuable piece of ore ground here waiting to be opened up. We have 10 tons of lead and about the same of blende into piles, and about 10 to 12 tons of lead and blende waiting to be dressed. The machinery is working well.

TANKERVILLE.—The shaft is down 3½ fms. below the 130, and the lode is worth 20 tons of rich lead ore per fathom. The present raisings are at the rate of 55 tons a-week, or 220 tons a-month, and two-thirds of the same is coming from the shaft below the 130. When the new shaft is in complete working order to the bottom (probably in a few weeks) larger quantities of ore can be raised.

WEST TANKERVILLE.—The lode in California shaft shows a fine appearance, with a course of ore yielding rocks of solid lead, equal in quality to anything in Tankerville or Roman Gravels. The lode in the winze, 12 fms. north of shaft, is now of equal value to what it is in the latter. The new south shaft is being pushed down, and will soon be communicated with the workings made on the lodes of the immediately adjoining Roman Gravels Mine.

PLYNIMMON.—In the adit level a cross-cut has proved that part of the lode is standing to the north, where it is found of a very promising character, showing a good mixture of lead and blende. They are now driving east on this part of the lode, and expect at once to lay open good paying ground, particularly as the 12 below (20 fms. in advance) has passed through some good ore, and is still worth 15 cwt. per fathom. The 24 east is improving, and now yields 12 to 15 cwt. per fathom, and a considerable further improvement is looked for here soon. The 36 east is favourable for driving, men, now being 4 ft. wide, and producing stones of lead ore. The monthly sale of 40 tons realised on Monday 13. 12s. per ton. The cross-cut to the north lode is being pushed on.

BURROW AND BUTSON.—At this unusually promising mine the company have already about 10 tons of black ore (copper and lead) computed, in the most state, and are working upon the lode by eight men. Further particulars in the agents' report among our Mining Intelligence.

BELOWDA BEACON.—A good discovery has just been made here in the great spar lode, north of engine-shaft, and some excellent work has been raised from this point. There are also two more lodes further north, which will intersect the great lode, and when this junction takes place the agent states that he will be able to raise any quantity of tin-stuff. It is intended to sink the engine-shaft so that the mine may be thoroughly developed. It must not be forgotten that the Castle and Dinas elvan course, which in that mine is yielding excellent tin, completely intersects Belowda Beacon; and the highest authorities who visited, completely inspected the mine are of opinion that the elvan must be found equally productive here. The general prospects are, indeed, most promising, and there is a good deal of enquiry for the shares.

VAN CONSOLS.—The reports from this mine are now assuming a tone that certainly points to profitable results. Dividends are already being talked of, and there seems very little doubt from what we can glean of the position and prospects of the mine, and its financial condition, that an interim dividend will be declared in the beginning of next year. The manager states that he will have 200 tons of ore ready by the time the dressing machinery is completed. Few mines are better laid out, or can be worked more economically. We now hear of bunches and courses of ore, no spots and indications only.

DOMINION OF CANADA OILS REFINERY COMPANY.—A meeting of some of the shareholders of this company was held on Thursday, at the Cannon-street Hotel, at the invitation of Mr. F. Nell, who, it transpired, was not a registered shareholder, but appeared to represent Mr. Howell, whose patents the company have purchased. It appeared that the directors have sent a qualified and accredited agent to Canada to examine into and report upon the company's affairs, and that as soon as this gentleman's report is received it will, with the balance sheet, be laid before a general meeting of the shareholders.

WEST CUMBERLAND IRON AND STEEL COMPANY.—The letters of allotment and regal to applicants for shares were posted on Wednesday evening, Mr. John Lancaster, M.P., is appointed Chairman, and Mr. John Isaac Fletcher, M.P., Deputy-Chairman.

"BILLIA," "DURLO," OR THE "GEW" CONSOLIDATED MINES.

IT having been reported that negotiations are still being continued between Messrs. J. B. COULSON and Capt. CHAZE, of the Bershaven Mines, Ireland, for a SALE and PURCHASE of this property, Notice is hereby given, that as soon as the sale shall have been effected a BILL will be FILED in the Court of Equity for the SPECIFIC FULFILMENT of an existing contract for the PURCHASE of the SAME, and on account of which we have paid the sum of nearly £800 to the vendors in cash. THOS. TREWEKE AND CO. 7, Bedford-row, London, 17th September, 1872.

THE VAN MINING COMPANY (LIMITED). The Directors have this day DECLARED a QUARTERLY DIVIDEND of FOURTEEN SHILLINGS PER SHARE (£10,500), PAYABLE on and after the 14th proximo.

Notice is hereby given, that the Transfer-books will be closed from the 7th to the 14th of October, inclusive.

By order, W. J. LAVINGTON, Secretary.

14, Austinfriars, London, September 30, 1872.

ROMAN GRAVELS MINING COMPANY (LIMITED). Notice is hereby given, that the Directors have this day DECLARED a FIFTH QUARTERLY DIVIDEND of £3600 (free of income tax), being SIX SHILLINGS PER SHARE on the 12,000 shares of the company, PAYABLE on and after the 23rd instant.

The Transfer-books will be closed from the 16th to the 23rd instant, both days inclusive.

By order, F. R. WILSON, Secretary.

20, St. Helen's-place, London, E.C., October 2, 1872.

THE RUSSIA COPPER COMPANY (LIMITED). Notice is hereby given, that an ORDINARY GENERAL MEETING of this company will be HELD at the Terminus Hotel, Cannon-street, in the City of London, on FRIDAY, the 11th inst., at 12 o'clock (noon), for the general business of the company, as provided for by the Articles of Association.

Wm. Blaikie Lambert, Esq., one of the directors, retires from office at the above meeting, but is eligible, and offers himself, for re-election.

The meeting will have to elect the auditors for the current year and fix their remuneration. Messrs. Quilter, Ball, and Co., and Messrs. R. Fletcher and Co., are eligible, and offer themselves for re-election.

The transfer books of the company are closed until the 11th inst.

It will be necessary to adjourn the meeting in order to receive the audited account, which cannot, for the reason stated in the memorandum by the auditors, be ready by the 11th inst.

By order of the board, CHARLES HURLBATT, Secretary.

THE EBERHARDT AND AURORA MINING COMPANY (LIMITED). Notice is hereby given, that the THIRD ANNUAL GENERAL MEETING of the company will be HELD on TUESDAY, the 16th day of October, 1872, at Two o'clock in the afternoon, at the Terminus Hotel, Cannon-street, London.

By order of the Board, ALFRED CRITCHETT, Secretary.

Offices, 15, Angel-court, E.C.—Dated 24th September, 1872.

ISSUE OF 1126 SHARES OF £10 EACH, being the balance of the 2000 Shares of £10 each, constituting the Share Capital of the GORSEDDA JUNCTION AND PORTMADOC RAILWAYS COMPANY. Incorporated by Act of Parliament, 35 and 36 Victoria. Royal Assent, 25th July, 1872.

Notice is hereby given, that NO FURTHER APPLICATIONS FOR SHARES will be received by the directors after SATURDAY next, the 5th instant, for LONDON, and on MONDAY next, the 7th instant, for THE COUNTRY.

By order, GEO. J. GRAY, Secretary.

St. Clement's House, St. Clement's-lane, London, E.C., Oct. 2, 1872.

M. R. E. CAVE NDISH TA HOUR DIN, STOCK AND SHARE DEALER, 13 AND 14, CORNHILL, LONDON, E.C.; and CLAREMONT STREET, SHREWSBURY.

Railway, Bank, Dock, Insurance, Canal, Mining, Steamship, and every other description of Share bought and sold at net prices, and advances made thereon.

Telegraphic Messages to buy or sell Railway, Bank, Mine, and other Shares and Stocks punctually attended to at net prices for cash, or for fortnightly settlements, with advice as to purchases or sales.

NOTICE.—Mr. TAOUR DIN's Circular for September, which contains an exhaustive Review of the Stock, Share, and Money Markets, with remarks upon the several Railways Meetings and the dividends declared, as also a List of sound Mining Investments, is now ready. Price 6d., 8 pages.

SPECIAL BUSINESS IN—

Bog (Shropshire). Penneyer. South Roman Gravels.

Bog (Cardiganshire). Perkins Beach. Van.

Mossdale. Roman Gravels. Van Consols.

Newington. Resadda. West Tankerville.

And in— Sweetland Creek. South Aurora. Utah.

Bankers: Beck and Co., Shrewsbury and Welshpool.

Fuller, Bambury, and Co., London.

T H O M A S T R E W E K E A N D S O N S , MINE SURVEYORS, DIALLERS, & GENERAL FINANCIAL AGENTS. Accurate Plans and Sections furnished. Mines examined and truthfully reported upon. Mine Purasers and Managers' Promoters of Public Companies, Accounts investigated, and Balance Sheets prepared.

Account meetings attended on behalf of distant shareholders.

UNY LELANT AND ST. IVES, CORNWALL.

September 24, 1872.

M. R. E. GLEDHILL, MINING ENGINEER, SHREWSBURY, PREPARED TO INSPECT or ADVISE upon MINING PROPERTIES at HOME and ABROAD.

* * * The MINING JOURNAL (with TWO SUPPLEMENTS) of this day comprises Twenty-eight Pages. Those of our subscribers who may not receive perfect copies can have the omission remedied by application to the office.

* * * With this week's Journal a SUPPLEMENTAL SHEET is given, which contains: Mr. W. W. Smyth's Lecture at the Royal School of Mines—Scotch Iron Trade, No. XVIII.—Copper Trade—Clare's Iron Shot Prove Ship—Royal Prussian Smelting Works—Meetings of Wheal Pevor, South Roscar, Wheal Uny, New Wheal Lovell, West Chiverton, and Hazel Grove, Calcol Hall, and Caerhun Mining Companies—Great Laxey Mining Company—Burleigh Drill, and the Progress of Machine Rock-Drilling (Illustrated)—Foreign Mining and Metallurgy—Mining in Australia—Foreign Mines—Co.,—Original Correspondence: Coal-Cutting by Machinery (I. G. Bass); Mines, Gases, and Modern Chemistry; Is Not Science sometimes Unscientific? (R. Knapp); Eclipse Gold Mining Company (S. Jones); Richmond Consolidated Mining Company; New Zealand Kapanga Gold Mining Company; Don Pedro North del Rey Mining Company; Railways in Cornwall (R. Symons); Central Van Mine; Great Laxey Mine; West Goginan Mining Company; Wheal Britain; Revival of Mining (F. R. Kirk).

* * * With this week's Journal we give a SECOND SUPPLEMENTAL SHEET, which contains the usual monthly Australian Mining News.

[These Supplements should accompany each Journal: if any irregularity occurs we shall be glad to forward a copy of either on application being addressed to the office, 26, Fleet-street, London, E.C.]

The Mining Market: Prices of Metals, Ores, &c.

METAL MARKET—LONDON, OCT. 4, 1872.

COPPER.	£ s. d.	£ s. d.	IRON.	per ton.	£ s. d.	£ s. d.
Best selected... p. ton	93	0	95	0	0	—
Tough cake and tile.	91	0	93	0	Do.	—
Sheathing & sheets...	96	0	97	0	Nail rods	—
Bolts	100	0	—	13	0	—
Bottoms	101	0	103	0	Staffd. in London	14
Old...	80	0	85	0	Do.	15
Burnt Burn...	89	0	90	0	Hoops...	16
Wire	per lb.	0	10½	0	at works	13
Tubes	0	0	10½	0	Hoops...	15

BRASS. per lb.

Sheets...	9½	0	10½	0
Wire	10½	0	—	—
Tubes	—	—	10½	11d.
Yellow metal sheathing ...	8½	d.	8½	d.
Sheets	—	—	8d.	—

SPELTER. per ton.

Foreign on the spot...	22	10	0	23	0	0
to arrive ...	—	—	—	—	—	—

ZINC.

In sheets ...	27	10	0	30	0	0
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QUICKSILVER (p. bot.) 13 0 0 —

TIN. per ton.

English blocks ...	£153	0	0	—
Do., in kgs. (brls.)	154	0	0	—
Do., refined ...	156	0	0	—
Banca	156	0	0	157
Straits	145	0	0	147

STEEL. per ton.

Swed. in kgs. (rolled)	18	0	0	—
Ditto (hammered)	19	0	0	20
Ditto (faggots)	20	0	0	—
English, spring	23	0	0	25

LEAD. per ton.

English Pig, com...	20	10	0
<td

Average standard for 9 per cent. produce, 100L 10s.; average produce, 18 $\frac{1}{2}$; average price per ton, 14 $\frac{1}{2}$. 12s.; quantity of fine copper, 393 tons 6 cwt.s. The following are the particulars of the last sales:—

Date.	Tons.	Standard.	Produce.	Per ton.	Per unit.	Ore copper.
Sept. 17.	2395	102 17 6	17	£13 15 5	18s. 2d.	£ 80 17 0
Oct. 1.	2126	100 10 0	15 $\frac{1}{2}$	14 12 0	15 8	79 0 0

Compared with the last sale, the decline has been in the standard 2 $\frac{1}{2}$. 6d., and in the price per ton of ore about 8s. 9d. There will be no sale on Oct. 22.

The MINING SHARE MARKET at the beginning of the week was very active, and a large business was done in Van Consols, Grenville, New Rosewarne, Tincroft, Cook's Kitchen, Tankerville, West Tankerville, Hingston Down, Treleigh Wood, and a few others. On Thursday, when it was known the Bank had advanced its rate to 5 per cent., and that the tin market was flatter, a reaction set in, and since then dullness has prevailed. The Banca sale on Wednesday, which averaged nearly 157L, laid down here, was considered to be the commencement of a great rise in that metal, and that the English smelters would at once advance the standard 5 $\frac{1}{2}$. or 6 $\frac{1}{2}$. To the surprise of everybody Straits tin has since then declined to 147L sellers. The standard for copper ore on Thursday also declined 15s.; these combined have caused the flatness in the market. West Frances, 17 to 18; the dialling of the 94 fm. level, west of Pascoe's, in South Frances, has been completed by Mr. Henderson, C.E., and it appears that that level has been driven over 37 fathoms into West Frances, and as the stopping in the back and bottom has been considerable, it is estimated that 400 fms. of lode has been wrongfully removed. It is believed that there have also been encroachments in deeper levels. As the dispute can merely be as to the amount repayable by South Frances, it is not thought that the adjustment will give rise to unsurmountable difficulties. South Frances, 5 to 7 $\frac{1}{2}$.

East Pool, 16 to 17; the dispute between this mine and South Crofty has now been finally settled, the amount awarded by the arbitrators to South Crofty having been paid. Van Consols have been strong buyers at 5 $\frac{1}{2}$ to 5 $\frac{1}{2}$, but leave off 4 $\frac{1}{2}$ to 5 $\frac{1}{2}$. Wheal Grenville shares, after being firm at 9s., declined to 9, 9 $\frac{1}{2}$, sellers; the agent's report states that good stones of tin are being met with, and that a further improvement may be expected as they advance on the lode. West Bassett shares have advanced to 10, buyers, call paid; the mine is said to be improving. New Rosewarne shares have been very largely dealt in, from 6 to 6 $\frac{1}{2}$. East Lovell, 17 to 18; the lode in the engine-shaft is worth 70L per fathom; the winze below the 80 is worth 40L; and at Tregonebris they have taken the slimes out of the bottom, and there find a splendid lode going down for 12 or 14 fms. in length, and worth 40L to 50L per fathom. Prince of Wales, 9s. to 11s.; the south part of the lode in the 90 west has been cut into 4 $\frac{1}{2}$ ft., and as far as seen is good work for tin.

Old Bottle Hill, 10 to 15; the mine is looking well, and bids fair to be a good dividend-paying one. Bog, 1 $\frac{1}{2}$ to 2; Carn Brea, 155 to 160. Cooke Kitchen weaker, at 29 to 31. Devon Great Consols, 65 to 70; Dolcoath, 70 to 75; East Bassett, 27 to 29; East Caradon, 4 $\frac{1}{2}$ to 5; East Chiverton, 10s. to 15s.; East Van, 8 $\frac{1}{2}$ to 8 $\frac{1}{2}$; East Grenville, 1 $\frac{1}{2}$ to 1 $\frac{1}{2}$; Great Caradon, 10s. to 15s.; Great Laxey, 13 to 14; Great Vor, 5 $\frac{1}{2}$ to 5 $\frac{1}{2}$; Herodsfoot, 17 $\frac{1}{2}$ to 20; Hingston Down, 6 $\frac{1}{2}$ to 6 $\frac{1}{2}$; Marke Valley, 4 $\frac{1}{2}$ to 4 $\frac{1}{2}$; Belowuda Beacon, 1 $\frac{1}{2}$ to 2; Assheton, 4 $\frac{1}{2}$ to 4 $\frac{1}{2}$; St. Agnes Consols, 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$; Medlyn Moor, 70 to 80; Nangiles, 10s. to 15s.; New North Van, 1 $\frac{1}{2}$ to 1 $\frac{1}{2}$; North Levant, 15 to 17; North Lovell, 4 to 4 $\frac{1}{2}$; North Treleigh Wood, 2 $\frac{1}{2}$ to 3; Parys Mountain, 1 $\frac{1}{2}$ to 2 $\frac{1}{2}$; Penhalls, 3 to 4; Pennerley, 2 $\frac{1}{2}$ to 3; Perkins Beach, 17s. 6d. to 22s. 6d.; Plymliummon, 1 to 1 $\frac{1}{2}$; Perran Wheal Vyvyan, 2 to 2 $\frac{1}{2}$; Providence Mines, 21 to 23; Roman Gravels, 16 $\frac{1}{2}$ to 17 $\frac{1}{2}$; Rookney Valley, 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$; South Carn Brea, 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$; South Caradon, 200 to 220; South Condurrow, 5 $\frac{1}{2}$ to 6; South Roman Gravels, 15s. to 20s.; Tankerville, 14 $\frac{1}{2}$ to 15 $\frac{1}{2}$; Tincroft, 58 to 60; Trumpet Consols, 14 to 15; Van, 35 to 40.

South Kitty, 2 $\frac{1}{2}$ to 3; New Charlotte, 2 to 2 $\frac{1}{2}$; West Chiverton, 8 $\frac{1}{2}$ to 9; West Maria, 17s. 6d. to 22s. 6d.; West Polbreen, 4 to 4 $\frac{1}{2}$; West Seton, 65 to 70. West Tankerville shares have been largely dealt in, and leave off strong, buyers at 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$. West Tolgus, 17 $\frac{1}{2}$ to 20; Wheal Jane, 8 to 9; Wheal Kitty (St. Agnes), 14 to 15; Mary Ann, 9 to 11; Wheal Speedwell, 4 to 4 $\frac{1}{2}$; Wheal Uny, 4 $\frac{1}{2}$ to 5 $\frac{1}{2}$. At the Terras Mine meeting, on Thursday, the accounts showed a credit balance of 1067L. The position of the mine was considered to be very satisfactory. A dividend of 1s. 6d. per share was declared. The Green Hurth Mine has declared a dividend of 3s. per share (the third of similar amount since May), but the shares are seldom quoted in the London market.

In Foreign Mines, Emma shares have advanced to 24, 25. Australian United, 1 to 1 $\frac{1}{2}$; Eberhardt and Aurora, 6 to 6 $\frac{1}{2}$; Frontino, 7s. 6d. to 12s. 6d.; Pacific, 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$; St. John del Rey, 16 to 18; Sweetland Creek, 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$; Utah, 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$; Thornhill Reef, par to 4 prem. Bischoffsheim's Certificate for Erie shares are 38 $\frac{1}{2}$ to 38 $\frac{1}{2}$.

Messrs. Grant Brothers and Co. announce that the lists of application for the issue of 2400 Seven per Cent. First Mortgage Sinking Fund Gold Bonds of 100L sterling each, or 8500 of the Paris and Decatur Railroad Company will be closed on Tuesday next, the 8th inst., for London, and on Wednesday, the 9th inst., for the country. The bonds are 1 $\frac{1}{2}$ and 2 $\frac{1}{2}$ prem.

The Tasmanian Main Line Railway Company (Limited) have received advices from their agent in Hobart Town of the first quarter's guaranteed interest having been duly paid over to the credit of the company by the Tasmanian Government, in accordance with the contract.

DUBLIN, OCT. 4.—We have had rather a dull week of it upon our Stock Exchange: the apprehension of dear money has caused speculation to be dull, and almost all our stocks have a drooping tendency. Bank of Ireland Stock has declined 3 $\frac{1}{2}$ per cent. Nationals are weak. Nationals of Liverpool are also lower. Steam stocks are firm. City of Dublin Stock has advanced to 104. Glasgow Steam shares are firm at 67. Mining shares are rather steady. Berehaven's have a advanced 1s. per share. Cape Copper is 17s., with ex div. Connoree Stock is dull, and has declined 2 per cent. Killarney Slates shares are firm, at 18s.; sellers at 20s. The last dividend, paid in August, on these shares was 6s. per share, or at the rate of 5 per cent. per annum; a drop of 1 per cent. upon last dividend. Mining Company of Ireland shares are very firm at 9 $\frac{1}{2}$. Wicklow Copper shares have fluctuated a good deal, upon rumour of no dividend this half-year, and have fallen from 7 $\frac{1}{2}$ to 6 $\frac{1}{2}$; from this price an advance took place to 4 $\frac{1}{2}$, but this was not maintained, the market relapsing to 7 $\frac{1}{2}$ at close. Owing to the death of the late managing director the accounts and reports for the past half-year have been kept rather backward, but in a few days the directors' report is expected to be published, and then more will be known of the state of the company. Allianc Gas shares are very heavy; the reduction in the dividend of 2 per cent., and a call of 2s. per share, have caused a gloomy feeling to come over the market. A movement is on foot to reduce the expenses, and to dispense with some of the directors and officials. Dublin Tramways are dull. Railways are all dull, and have not much animation in them; the traffic returns this week are not so good as last year except in some cases. Great Southern and Western traffic returns have been over 1000L, and the Midland Great Western, 800L. Dublin Tramway receipts are 84L less this week than last on 5 $\frac{1}{2}$ miles open. The Gresham Hotel Company have announced a dividend of 2s. 6d. per share on 5L all paid; selling at 2 $\frac{1}{2}$, buyers at 2 $\frac{1}{2}$.

The market for Mine Shares on the Stock Exchange during the week has been generally more active; quotations have ruled comparatively steady, and the aspect of the market is of a much more encouraging character. In American descriptions the feature of the week has been the advance in Emma shares. In home mines increased attention has been directed to the leading dividend and progressive lead mines, and in some instances an important advance has been established. Tin and copper mines have been comparatively neglected.

Emma shares, after advancing to 26, 27, close 24 to 24 $\frac{1}{2}$; the 11th dividend has been declared; 1760 tons of ore have been raised during September, and 1540 tons sold at the mine. The Chairman, as already announced, has arrived at the mine, but there has not yet been time to receive any letter from him.

Fragstaff, 15 $\frac{1}{2}$ to 16, ex div.; everything is progressing satisfactorily. Mr. Frames, the director who recently visited the mine, will arrive in this country on Oct. 25, when his report will be submitted to the shareholders, which, judging from the telegram already received, cannot fail to be of a satisfactory character. The last week's product was 68 tons of bullion, which is fully up to the average. Last Chance, par to 4 prem. The official circular appears in another column.

Camp Floyd, 12 $\frac{1}{2}$ to 13; there has been a rumour that the ore had fallen off in value, and shares have slightly suffered in consequence. We, however, fail to discover this from the reports for August, published in another column. One prospecting drift had been stopped, and a prospecting shaft started instead, while the agent reports a discovery of good ore near the Last Chance cut, and the average value of the ore remains the same as originally mentioned—\$45 per ton silver. The mill was apparently doing good work, and the com-

pany obtaining over 83 per cent. of the silver in the ore melted, this too, being all on second-class ore. There still remained on hand, stacked ready for milling, 2498 tons, which, valued at only \$45 per ton, is worth over 22,000L. Taking the actual expenditure on all accounts from the value of the bullion produced in July and August the accounts show a profit of nearly 3000L on the two months' working, and to this there will have to be added the payments made on capital account, and included in the expenditure above referred to.

Utah, 2 $\frac{1}{2}$ to 3; the weekly report appears in another column; it shows that the agent was still making small profits, that for the week ending Aug. 8 being about 320L. There can be no doubt but that Mr. Murphy has now mastered the difficult ores he had to treat, as he has been successfully dealing with them, and making profits for several successive weeks.

Pacific, 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$; the usual weekly report appears in another column. It shows that all the work was being pushed on in a satisfactory manner, and that the mine still looked rich. The agent was melting another lot of ore at the Manhattan Mill.

Richmond Consolidated shares remain without change, 6 $\frac{1}{2}$ to 6 $\frac{1}{2}$; the product for the week is \$9700 from 206 tons of ore. Eberhardt shares have declined to 5 $\frac{1}{2}$ to 6 $\frac{1}{2}$; the report of the directors (which appears elsewhere) is regarded as unsatisfactory. South Aurora shares have improved to 1 $\frac{1}{2}$, 2, upon favourable advices.

In Hydraulic Mines, the chief feature has been the advance in Malpaso shares, which close 1 $\frac{1}{2}$ to 1 $\frac{1}{2}$ prem. The advices, which appear in another column, show that washing has fairly commenced, some 15,000 tons, according to the superintendent's measurements, having been washed in the first 18 days, with a bank of gravel only 15 feet high. The result of the first clean up is expected by telegram, via Kingston, about Oct. 14. A large business has also been done in Rica shares, at 2s. to 3s. prem.; work is being pushed rapidly ahead, and everything points to a speedy commencement of active operations. Should the result of the working of the Malpaso deposit—the first hydraulic mine of the United States of Columbia—prove anything like what its adherents anticipate, a great excitement about mines in that vicinity will probably follow. The promoters of the Malpaso Company have already secured all the properties in that part of the country which are to be obtained at reasonable figures.

Sweetland Creek, 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$; the agent, G. D. McLean, reports that the tunnel is in 1540 ft., and that he shall finish the drivage by the end of November. He is making extraordinary progress with this work. Birdseye Creek, 2 $\frac{1}{2}$ to 3; the works here progress as usual. The superintendent is pushing on the work with all speed. The tunnel and shaft are in a fair way for completion, and everything is running smoothly. Cedar Creek, 2 $\frac{1}{2}$ to 3; a correspondent writes that after a thorough examination of the property he is convinced that it will this winter pay more than Mr. G. D. McLean stated. The superintendent, Mr. J. B. Ludlam, is putting everything in working order for the coming season, and intends to work seven claims continuously, and have one more ready to utilise surplus water when possible, and he puts down the profit at \$20,000 monthly.

Holcombe Valley, 1 to 1 $\frac{1}{2}$; this company was registered in the spring of this year, the shares having been privately subscribed. The project has since remained in abeyance pending the perfection of the titles and the obtaining patents to the property; the whole of this has now been satisfactorily settled, and during the last week the shares have been allotted. The capital of the company is small, being only 4000L, in shares of 1/ each, and from the nature of the reports from Mr. G. D. McLean and others, read at the statutory meeting a short time since, it is thought the company will prove a very prosperous one as soon as work is commenced.

Port Phillip, 3 to 1; the gold obtained during the month ending July 16 was 1279 ozs., obtained from 5290 tons, the average being 4 dwt. 20 grs.; the receipts were 4881L, and the payments 3657L, leaving a profit of 1223L. The amount divided between the two companies was 1000L; of which the Port Phillip Company's proportion is 650L. During the two weeks ending July 30, there were 626 ozs. of gold obtained, the average per ton of ore having been 5 dwt. from the quartz and 5 dwt. 5 grs. from the pyrites. Telegraphic information in anticipation of the mail due on Oct. 28 states that during August the yield of gold per ton of quartz was 5 dwt. 6 grs. Almada and Tiriti, 3 to 1; the net profit for August, after deducting all expenses, is 1606L.

In Lead Mines a large amount of business has been transacted. Van shares remain at 37 to 40; there is no change here, the mine is being vigorously opened up, and the new shaft will soon be deep enough for a 60 fm. level. The directors have this week declared their usual quarterly dividend of 14s. per share, payable on the 14th inst. The sales of ore from this mine are now made every four weeks, so that the company have 13 sales in the year, and although the last one was 450 tons, as against 500 tons the previous month, the actual reduction is only a little over 10 tons per month. Roman Gravels shares have been in request, at 17 to 17 $\frac{1}{2}$; a dividend for the quarter of 6s. per share has been declared; the actual profits during the three months admitted of a larger dividend, but the directors have prudently declared 6s., against 5s. per share for the four previous quarters. The mine at all points continues to fully maintain its value. West Tankerville shares have advanced to 3 $\frac{1}{2}$, 3 $\frac{1}{2}$, upon the important discovery referred to last week, and the generally satisfactory way in which the mine is opening out. The California (new) engine-shaft, which is 20 fms. below the deep adit (50 fms. from surface), is sinking through lodes worth from 4 tons to 5 tons of rich lead ore per fathom, with (the manager states) all the appearance at the present time of being the top of a very productive run of ore ground. Three weeks since the bottom of the shaft was worth 1 $\frac{1}{2}$ ton, but is now valued at 65L per fathom, there being in the middle of the shaft a solid course of lead 18 in. wide. The completion of the bottom adit (referred to in the Journal a fortnight since), which has taken two years to complete, will enable the new shaft to be expeditiously proceeded with, at an increased depth of 40 fms., and sinking is progressing at the rate of 4 to 5 fms. per month; this shaft will intersect the productive lodes which come in from Roman Gravels. The present aggregate value of the different points of operation is over 160L per fathom. Assheton shares have also been in request, and close at 4 $\frac{1}{2}$ to 4 $\frac{1}{2}$; a further improvement is announced. Van Consols, 5 to 5 $\frac{1}{2}$; the shares have been in active demand, and the mine continues to open out in a satisfactory manner. East Van shares are dull, at 8 $\frac{1}{2}$ to 9 $\frac{1}{2}$. Great Laxey, 13 to 14; it is reported that the dues under the new lease will be one-eighth.

Bog, 1 $\frac{1}{2}$ to 2 $\frac{1}{2}$; the clearing of the shaft is still being pushed on with other operations, as before mentioned. Pennerley, 2 $\frac{1}{2}$ to 3; the works here are in their usual course; at Potter's Pit the appearances are good for a discovery of ore. Perkins Beach, 1 $\frac{1}{2}$ to 1 $\frac{1}{2}$; the south cross-cut is apparently nearing the lode, as the ground has become softer and more mineralised, besides carrying more spar; other parts of the mine are looking rather better. The company sampled 25 tons of ore this week.

In Tin Mines the only change of importance is the advance in the price of East Lovell.

Subjoined are the closing quotations:—

Carn Brea, 15s. to 16s.; Devon Great Consols (in 10,240 shares), 6s. to 7s.; East Caradon, 6 to 6 $\frac{1}{2}$; Great Wheal Vor, 5 to 5 $\frac{1}{2}$; Marke Valley, 4 $\frac{1}{2}$ to 4 $\frac{1}{2}$; North Roskera, 12 to 14; Pennerley, 2 $\frac{1}{2}$ to 3; Parys Mountain, 1 $\frac{1}{2}$ to 2 $\frac{1}{2}$; Roman Gravels, 17 to 17 $\frac{1}{2}$; South Condurrow, 6 $\frac{1}{2}$ to 7; Tankerville, 15 $\frac{1}{2}$ to 16; Tincroft, 57 $\frac{1}{2}$ to 60; Van, 37 $\frac{1}{2}$ to 42 $\frac{1}{2}$; Van Consols, 5 to 5 $\frac{1}{2}$; West Chiverton, 8 $\frac{1}{2}$ to 9; West Tam, 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$; Allamilos, 1 to 1 $\frac{1}{2}$ (ex div.); Almada and Tiriti, 5 to 1 $\frac{1}{2}$; Anglo-Argentine, 3 to 1; ditto, 15 per cent. preference, 5 to 1 $\frac{1}{2}$; Anglo-Brazilian, 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$; Australian United, 1 to 1 $\frac{1}{2}$; Birdseye Creek, 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$; Camp Floyd, 12 $\frac{1}{2}$ to 13; Cape Copper, 18 to 20 prem. (ex div.); Chontales Consolidated, 3 to 5 $\frac{1}{2}$; ditto, 1 $\frac{1}{2}$, 10s. paid, 1 $\frac{1}{2}$ to 1 $\frac{1}{2}$ dis.; Colorado Terrible, 2 $\frac{1}{2}$ to 3; Copiapo, 2 to 3; Don Pedro, 3 $\frac{1}{2}$ to 4 $\frac{1}{2}$ prem.; Eberhardt, 5 to 6 $\frac{1}{2}$; Eclipse, 1 $\frac{1}{2}$ to 3 $\frac{1}{2}$ -16; Emma Mining, 24 to 24 $\frac{1}{2}$, x.d.; Flagstaff, 15 $\frac{1}{2}$ to 16; Fortuna, 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$, x.d.; Frontino and Bovillia, 3 $\frac{1}{2}$ to 4 $\frac{1}{2}$; General Mining Association, 7 to 9; General Brazilian, 3-16 to 5-16; Gold Run, 3 to 1; Kapunda, 5 to

NOTICES TO CORRESPONDENTS.

Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be sent on receipt; it then forms an accumulating useful work of reference.

COAL IN DURHAM.—I see by the Journal of Sept. 21 that the lordship of Hart, with their valuable freehold estate and coal fields in the county of Durham, are to be sold by auction. Can any reader inform me, through the Journal, if coal beds exist south east from Ferryhill to Aycliffe, and to Stockton, all in the county of Durham? Limestone abounds in large quantities in the neighbourhood of Aycliffe.—R. S.: Monkwearmouth, Sept. 30.

OLD TREBURGITT.—As reports from our agent are so "few and far between," none having appeared since Sept. 7 last, may I ask if any of my fellow shareholders can inform me whether Old Treburgitt still exists?—F. A. B.

ROSEWALL HILL AND RANSOM UNITED.—It is very desirable that an authenticated statement of our present position and prospects should be forwarded to you for publication. Many (it may be idle) rumours might be dispelled, and matters which do not appear exactly satisfactory could be explained. I trust the officials will see to this.—P. P.

RHYDHALOG AND EAST RHYDHALOG MINES.—Allow me through the Journal to enquire of my fellow shareholders, whether there is not a necessity to have some enquiry into the working of these concerns, and endeavour to ascertain, if they are really worth working, whether some more energy could not be applied to them, as also the best means of setting about this desirable reform? The capital raised for developing the mines appears to be growing "beautifully less," without any apparent good result. One was promised many months ago, and the agent still reports that he is getting on with the dressing as fast as he can, but no one comes to market. Would it not be well for the directors to consider if it be requisite to set him some higher standard than himself, or get some one who may get on faster than he can?—P. G.

CWM VRON.—A Shareholder complains of the paucity of information as to their prospects, and considers that Capt. Kitto should prepare a detailed statement as to the real position of the mine—or, that the proprietors should nominate an independent agent to do so.

Received.—"W. E." (Auckland); the letter referred to came safely to hand.—"O. W."—"P. G."—"T. A." (Philadelphia)—"W. P."—"J. M." (Glasgow)—"J. S. J."—"T. T." (St. Ives)—"Novice" (should consult the Broker through whom he bought the shares)—"W. U." (Rotherham).

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, OCTOBER 5, 1872.

THE COPPER TRADE.

During the quarter ending Sept. 30 the quantity of copper ore, the produce of Cornwall and Devonshire, sold at the Cornish Ticketings, was 16,483 tons, which contained 989 tons 12 cwt. fine copper, and realised 74,807. 18s. 6d., being equal to an average of 47. 10s. 8d. per ton of ore, and 75. 12s. per ton of copper in the ore. During the same period the British, colonial, and foreign ores sold at Swansea amounted to 6901 tons, which contained 1188 tons 3 cwt. of fine copper, and realised 103,436. 3s. 6d., being equal to an average of 15. 1s. per ton of ore, and 87. 1s. 2d. per ton of copper in the ore. The average produce of the ore sold at the Cornish Ticketings was 6 per cent., whilst that sold at Swansea gave an average produce of 17. 3s. 6d. per cent. From this it will be seen that the aggregate sales by ticket were 23,384 tons of ore, containing 2177 tons 15 cwt. of fine copper, and realising 178,244. 2s. The subjoined is a summary of the periodical sales at the Cornwall and Swansea Ticketings respectively.

The ores sold at the Cornwall Ticketings were—

Date.	Standard.	Prod.	Price.	Per unit.	Tons.	Fine cop.	Amount.
July 4...	£126	1 0 ... 7 ...	£6 2 6	17s. 51d.	1767	124.	£10,807 11 6
" 18 ...	130 11 0 ... 5%	4 16 0 ... 16 7 ...	3778	218	15...	18,167 14 0	
Aug. 1...	125 2 0 ... 5%	4 12 6 ... 15 8½	1985	117	2...	9,192 6 6	
" 22 ...	122 8 0 ... 5%	4 5 6 ... 14 10½	4263	244	1...	18,106 15 0	
Sept. 5...	112 19 0 ... 6%	4 16 6 ... 11 4 ...	1123	75	8...	5,427 9 6	
" 10 ...	108 17 0 ... 5%	3 13 0 ... 12 5 ...	3667	209	13...	13,016 2 0	
Total for the quarter				16,483	989	12...	£74,807 18 6
Quarter ending June, 1872				17,206	940	9...	92,372 18 6
Quarter ending March, 1872				15,291	1017	10...	80,703 13 0
Quarter ending December, 1871				17,751	1165	7...	75,752 18 6
Total for the year				66,731	4112	12...	£232,637 8 6
Showing a quarterly average of				16,683	1028	3...	80,909 7 2
Corresponding quarter, Sept., 1871				17,295	1146	9...	67,382 11 6

The ores sold at the Swansea Ticketings were—

Date.	Standard.	Prod.	Price.	Per unit.	Tons.	Fine cop.	Amount.
July 23...	£115 15 6 ... 16 ...	£114 10 4 ... 16 ...	18s. 7d...	2108	336...	19t. 19s.	£31,573 11 0
Aug. 20...	109 2 9 ... 18½ ...	16 4 0 ... 17 6 ...	2102	444	8 ...	38,909 8 6	
Sept. 17...	102 17 6 ... 17 ...	13 15 5 ... 16 2 ...	2393	406	16 ...	32,953 4 0	
Total for the quarter				6901	1188	3...	£103,436 3 6
Quarter ending June, 1872				7034	1200	8...	116,683 6 6
Quarter ending March, 1872				2450	435	1...	39,487 16 6
Quarter ending December, 1871				5475	943	13...	67,492 13 6
Total for the year				22,768	3767	5...	£232,700 0 0
Showing a quarterly average of				5,691	941	16...	81,775 0 0
Corresponding quarter, Sept., 1871				3,478	462	18...	30,999 1 6

RAILWAY IRON IN BRITISH AMERICA.

The demand for our railway iron in British America has moved on this year in a very encouraging fashion, the exports to Aug. 31 having amounted to 59,050 tons, as compared with 48,114 tons in the corresponding period of 1871, and 25,001 tons in the corresponding period of 1870. These totals were made up month by month as follows:

Month.	1870.	1871.	1872.
January	Tons —	100	425
February	750	—	1,712
March	2,583	2,607	2,850
April	5,371	5,929	5,255
May	3,450	6,077	8,004
June	3,495	12,566	10,052
July	6,783	9,859	17,274
August	2,589	10,976	13,478
Total	25,001	48,114	59,050

The fact is, perhaps, not generally known, but it is a fact notwithstanding, that Canada has this year been our best external customer for railway iron. The United States have ranked first on the list, having taken 340,321 tons. Canada has come next, with 59,050 tons; Russia has ranked third, with 48,941 tons; and Germany fourth, with 28,525 tons. The satisfactory position which Canada occupies on the list is due—first, to the general progress of the Dominion in population and wealth; and, secondly, to the steady improvement which has been taking place of late in Canadian railway credit, after 10 or 12 years of severe depression. The consolidation of the scattered and disjointed British North American provinces into one compact Dominion has also stimulated Canadian colonisation, and has, of course, helped on, to some extent, the work of Canadian railway construction.

It is not difficult to divine the immediate cause of the great increase which is observable in the demand this year for our railway iron in Canada. The navy is busily at work in most parts of the Dominion, and hence there is a brisk consumption of rails. The Intercolonial Railway is marching steadily on to completion; the Great Western of Canada is proceeding with its air-line; the Canada Southern is to be completed in a few months; the Midland of Canada is being prolonged to Georgian Bay; the Grand Trunk of Canada is perfecting and improving, and even slightly extending its system; the same may be said of the Northern of Canada; and account must also be taken of new lines, such as the Toronto, Grey, and Bruce, the Wellington, Grey, and Bruce, the Lake Shore, &c. It will be seen that up to the close of August, this year, Canada had taken our railway iron to the extent of 59,050 tons, and the figures for September, October, and November will have to be added to this total (December does not count for much in connection with Canadian imports), so that it appears probable that the consumption of our railway iron this year in British America will be somewhere about 80,000 or 85,000 tons. Certainly, this total appears a small one when contrasted with that representing the exports to the United

States; but still Canada is even now an outlet not at all to be despised by the British iron trade, while the Canadian demand seems likely to increase rather than otherwise in future years, since Canada is still only scantily supplied with railway communication. For the present, at any rate, great activity is being displayed in the work of Canadian railway development. For instance, Mr. HULBERT, lessee of the Quebec and Gosport Railway, has taken subcontract to grade 40 miles of the North Shore Railway from Quebec, to be ready for the rails by the spring of next year. Then, it appears, that track-laying on the Canada air-line was completed from Glencoe to St. Thomas in September. The first sod of the Kingston and Pembroke Railway has been turned by the Mayor of Kingston, who appears to have supported the enterprise very heartily, as evidenced by his jocular but appropriate remark, that it gave him great pleasure to wheel the first sod, but instead of the traditional sod he would make it a barrowful. The Kingston and Pembroke, it may be added, will be 148 miles in length, and the contractors are Messrs. PHELPS and Co., of Watertown. We have said that the Grand Trunk of Canada is perfecting and improving its system, and at a recent luncheon at Toronto, attended by Mr. PORTER, the chairman of the company, it was stated that a contract had been entered into for no less than 43,000 tons of steel rails. It was further announced that out of 10,000 tons of steel rails only 8 tons gave way during the first month in which they were laid, while no less than 3500 tons gave way in a proportionate quantity of iron rails. Mr. PORTER made a distinct promise at the luncheon that the directors would re-lay the Grand Trunk system, or at any rate the main line, with steel rails, and provide additional sidings, warehouse, and station accommodation. The example of the Grand Trunk in the matter of steel rails will, no doubt, not be lost upon other Canadian railway companies. Hitherto the rail question has been one of the greatest difficulties with which Canadian railway managers have had to deal, in consequence of the trying nature of the Canadian climate. As steel rails are found to resist the climate, the work of Canadian railway maintenance will be much simplified and facilitated, and this will, of course, encourage the construction of Canadian railways.

agreed that the committee might deal with the points as they thought best, but he stated that his own very strong views on the matter were not at all altered, although he could not help feeling that the opinion of such a body of gentlemen as formed the committee was more likely to be right than his own; he wished, however, that it should be distinctly understood that not one single alteration emanated from him or was approved of by him.

The committee in this case merely acted as they have since done in all others—they sought to give every inventor a fair opportunity in the competition. There was no imputation that the conditions had been unfairly settled by Mr. FIRTH, but they felt that the modifications they proposed would be the means of admitting a larger number of competitors. The suggestion that the committee should give great consideration to the machine working with the least pressure is almost superfluous, as engineers are not in the habit of giving so important an item as pressure in calculating the efficiency of a machine. The committee have, no doubt, got permission to have the trials made at the places best suited to secure justice to every competitor, and if they can arrange to have the trials in collieries where no machines are used they will certainly do so; but there are so few eligible places that the field for trials is much more limited than is desirable. The committee appear to have used their utmost endeavour to ensure justice to all, and it may safely be concluded that misgivings as to the working powers of a machine are more likely to prevent it from being entered for competition than any doubt which can arise as to the impartiality of the committee.

Since the above remarks were written we have received the following communication, which we have much pleasure in publishing:

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I beg to hand you a list of the names of those gentlemen who have agreed to act on the committee for awarding Mr. FIRTH's prize of 500*l.* for the best coal-cutting machine, and I shall feel much obliged if you will give it insertion in your next issue.

JOHN E. MAMMATT,

Hon. Sec. to the Committee.

Wortley Grange, Leeds, Oct. 2.
 THOS. EVANS, Esq., H. M. Inspector of Mines, Belper.
 F. N. WARDELL, Esq., H. M. Inspector of Mines, Wath-upon-Dearne.
 JAMES WILLIS, Esq., H. M. Inspector of Mines, Durham.
 JOHN DAGLISH, Esq., Tynemouth.
 LINDSAY WOOD, Esq., Hetton Hall, Fence Houses.
 G. B. FORSTER, Esq., Backworth, Newcastle-on-Tyne.
 G. C. GREENWELL, Esq., Poynton, Stockport.
 T. W. EMBLETON, Esq., Methley, Leeds.
 A. L. STEAVENSON, Esq., Holywell Hall, Durham.
 GEO. MAY, Esq., North Hetton Collieries, Fence Houses.
 R. C. WEBSTER, Esq., Ruabon, North Wales.
 THOS. CARRINGTON, Esq., Kiveton Park Colliery, Sheffield.
 JOHN BROWN, Esq., Cannock Chase Collieries, Walsall.
 S. G. WARDELL, Esq., Doe Hill House, Alfreton.
 JOHN JACKSON, Esq., Clay Cross Collieries, Chesterfield.
 W. P. MADISON, Esq., Thornhill Loes Collieries, Dewsby.
 THOS. GILLOTT, Esq., Farnley Ironworks, Leeds.
 THOS. R. GAINSFORD, Esq., Belle Vue, Sheffield.
 GEO. FOWLER, Esq., Basford Hall, Nottingham.

COLLIERS' WAGES IN LANCASHIRE.—Messrs. ANDREW KNOWLES and SON, the Bridgewater Trust, the Clifton and Kersley Coal Company, and other colliery proprietors in the Manchester district, have made another advance of 15 per cent. in the rate of wages paid to the miners in their employ. This, with the five previous advances made since the month of September last year, will make a total rise of 75 per cent. The public are generally of opinion that coal miners should be a well-paid class of men; considering the risks they have to run, and will now probably think they are well paid, as they can easily earn from 10*s.* to 15*s.* per day. It is remarkable, as showing the very general prosperity of the district, when it can be stated as a fact that this high standard has had very little effect in bringing new men into the mines.

THE MINERS' CONFERENCE.—The recent revival of industry has been wonderfully promotive of all such organisations. The rapidity with which this amalgamation has become as it now is, a representation of 70,000 men, is, perhaps, without precedent. Great power for good or for evil is implied in such an organisation. How the men who compose it will bear themselves and use their combination in a time of declining trade has yet to be seen. Very much will depend upon their leaders. Much more, we fear, upon the state of the funds of the amalgamation. At present these mean, in this case, a sum of between 4000*l.* and 5000*l.* Mr. HALLIDAY holds that the colliers who have generally a claim to a considerable advance upon what they are now receiving; but he does not see his way to recommending an attempt to get it until the money at the disposal of the district to aid strikers members is larger than now. Whilst it is plain that the colliers, the country through, are immensely better off than ever they were, still it is plain from what has taken place at Walsall that "a paradise of a place," and 7*s.* a day, is not enough to satisfy some of the men. This would seem to be the lot of the West Cumberland men; yet they want, and believe they shall get, another 30 per cent. Most heartily we hope that trade will remain in a condition that will justify their masters in giving them such a further rise, but we cannot say that the prospects are in their favour. And no organisation will be sufficiently powerful to compel employers to be independent of the market. It is only trite to say that there is a point beyond which masters and men cannot go without ruin in the demands that they make on the consuming public, upon which both are altogether dependent. The best of the men know this full well. Let us hope that they will have wisdom and courage enough to act upon it.

COAL AND IRON IN THE UNITED STATES.—The Marquette and Ontonagon and the Houghton and Ontonagon Railway Companies have been consolidated under the title of the Marquette, Houghton, and Ontonagon Railroad. A committee has been appointed to consider the establishment of a line of steam barges to run in connection with the road, taking the ore from the mines and delivering it at its port of destination with a certain degree of regularity. It is hoped that something may be done to facilitate the transport of ores from the district. The present prospect of affairs is that a demand for not less than 1,500,000 tons of ore, and possibly more, will arise next year. According to present appearances, not more than 1,000,000 tons will be shipped this year. A new locomotive, named the "Air Thrasher," which has been placed on the Albany

fluted or grooved longitudinally. They are set horizontally, or almost so, and with their smaller ends both pointing in the same direction. When power is applied a rotary motion is imparted to the cones, and the ball of puddled-iron is introduced in the space between them, and near the hinder extremity or base of the cones. The effect of this motion is that the ball is rapidly deprived of its contained slag or cinder, and emerges as a roll-like mass, which varies in length and thickness with the size of the ball, and the distance at which the cones are set from one another. It is now fitted for introduction between the ordinary puddle-rolls. Great hopes are expected of the machine. When such highly-skilled practical men as Mr. WILLIAMS and Mr. MENELAUS pronounce it to be an important invention, and a practicable one, there must almost of necessity be something in it.

MINERS' ASSOCIATION OF CORNWALL AND DEVON.—Mr. BENEDICT KITTO, lately district teacher for the association at Breage, has been appointed by the council to the offices of lecturer and assistant secretary, in the place of Mr. J. H. COLLINS, who has resigned in consequence of having received another appointment. At a council meeting at Redruth on Sept. 16, it was resolved:—

"That the Council of the Miners' Association accept the resignation of their lecturer, Mr. J. H. Collins, and request him to accept the office of second honorary secretary. In coming with reluctance to the former portion of this resolution, the council desire to record their sense of the constancy, faithfulness, tact, and ability with which Mr. Collins has fulfilled his duties to the Association, and endeavoured to promote the objects which it has in view."

The conduct and supervision of the various class and sub-classes will, therefore, be from this time in Mr. Kitto's hands, subject to the direction of the hon. secretaries and the executive council.

REPORT FROM CORNWALL.

Oct. 3.—The fullest confidence is felt throughout the country that a reaction in the tin standard is imminent, although the fall was greater than had been anticipated. Two or three reasons are assigned for the drop being of so serious a character. Of course, some indication of a preparation on the part of the smelters for a Banca sale is always manifest, but in this instance the downward tendency appears to have been aided by sundry failures, and by the unfortunate condition of affairs—alluded to recently—at the Welsh tin-plate works. However, it is felt to be impossible in the face of low stocks, a short supply, and what will ere long be a reviving demand, for prices to remain as they are. We wish we could see equal encouragement with regard to the copper standard. Its recent movements appear to be almost inexplicable, and the smelters are coming in for fair share of hard words. However, as hard words break no bones, they will not mind the opposition to the present system much, if it take no more practical shape.

Dr. Frankland and Mr. Morton, the Commissioners upon River Pollution, concluded their enquiries in the county by holding a court at Liskeard, on Monday. Strange to say, although some gentlemen connected with the leading mining interests of the district were in the room, and information concerning the mining industry of the locality was asked for, not one came forward, and the agriculturists had it all their own way. Why this was it was hardly possible even to guess. The Commissioners stated plainly enough that they considered the interests of mining locally paramount to those of fishing, and even to those of agriculture under proper compensation, and that all they desired was that reasonable precautions should be taken at the mines. In fact, they are clearly of opinion that the chief aim should be to conserve the interests of the greatest number, and not to sacrifice great industries to crotchets, practical or impracticable; that while the mines should call upon to do all that is reasonable or unreasonable impediments should be thrown in the way of their successful operation. The public courts form but a very small portion of the work of the Commissioners. They have personally inspected every stream of importance, and they have forwarded to every mine and clay-work of consequence a set of the most exhaustive queries, bearing upon every aspect of the subject, thus obtaining a quantity of the most valuable information from the managers of mines and clay-works themselves. A complete set of answers to the questions would give a full picture of any mine or work, including the number of hills, the name of the streams into which the mine water flows, whether the hill has silted up, and if so why and how; whether the stream is polluted with mine refuse; the annual consumption of water; the quantity pumped annually and its application; the volume passing through the slime-pits and settling reservoirs every 24 hours; the blasting material, oil, and candles used monthly; the timber consumed annually; the quantity of gangue quarried monthly, the proportion of ore of various kinds, and the disposal of the refuse; whether copper is precipitated; the nature and extent of the dressing machinery; the number and size of the settling-pits, and how often they are cleaned out; the quantity of refuse turned into the stream monthly; whether hushing is carried on; the description of power used; how sewage is got rid of; whether injury has been caused to land, produce, or cattle by polluted water from the mines or works, and whether compensation is paid under agreement or otherwise; if there are any suggestions offered as to the best means of avoiding pollution from mining operations in future; with special questions adapted to the differing circumstances of clay and china-stone works. The existence of these query papers has not been generally known, but this rapid summary of their contents will show how thoroughly the Commissioners are going about their work. We have reason to confirm the statement made last week that no attempt will be made to interfere with the present appropriation of the red rivers."

Before passing from the question of water supply it may not be out of place to mention the fact that Mr. J. H. Collins, F.G.S., in delivering the opening lecture of the Camborne Science Class, laid special stress upon the absolute necessity, if the best results were to be obtained, of having clean water to work with in conducting dressing operations. "Once," said he, "convince the lords, agents, and the public connected with mining that to dress tin well they must have a supply of clean water, then will water be dammed back in the higher valleys of our county, and we shall not hear of so many tons of tin wasted. With the water at present supplied to our mines for dressing purposes it is not possible to separate all the tin."

If the Cornish miners were not quite inclined enough to roam as it is without any inducements, and as if hundreds had not learned by experience that under present circumstances Cornwall offers as fair a field to the working miner as any other part of the world, the county has been visited by Mr. Daintree on behalf of the Government of Queensland, who has set forth at public meetings the advantages of emigration to that colony: and has succeeded in inducing a large number of young miners to try their fortunes in that colony. At the Truro meeting Mr. Roebeck, of the Great Mineral Corporation, spoke on the other side, and instanced the superadvantages offered by the undertaking with which he was connected to industrial men. With the young Cornishman, however, the proverb is reversed, and a bird in the bush is considered more than equivalent to an equally fat one in the hand. Mr. Daintree's chief object is to procure men accustomed to tin mining, for the development of the new stanniferous district of which we have heard so much, but as yet seen so little. However, it is young.

If Cornishmen go abroad it is equally true, through, in a more limited sense, that foreigners find their way to Cornwall. There are now in this country a number of Japanese youths, sent over by their Government to investigate the manners and customs of the English in this 19th century. They are almost ubiquitous. They turned up at the British Association, at the Social Science Congress, and at the meeting of the Chamber of Commerce. A party of them have visited Cornwall, bringing letters of introduction to Mr. S. Higgs, Messrs. Pike, and Capt. Josiah Thomas, and have, under the auspices of these gentlemen, been "doing" the mines. Under Mr. Higgs's guidance they visited North Levant Mine, St. Just, where they inspected the machinery, surface operations, &c., and then went underground; and on the following day paid a visit to the smelting-works at Chiverton, through which Messrs. Bolitho with their usual courtesy and kindness, showed them, and explained the various processes of tin smelting. At Speare Moor Mines they inspected the books, and, as was pay-day, they saw the mode of setting work to and paying the miners. At Botallack Mine they went underground through the diagonal shaft, and on arriving at surface they inspected the plans, surface works, &c. They are an unusually shrewd set of fellows. Mr. Bassett, of Tehidy, one of the best friends of the working miner that Cornwall has ever had, has just handed over to the working men of Camborne a suite of rooms, erected at his expense, for the purpose of a working man's club.

The question of engine duty is still, we are glad to find, engaging the attention of practical men in the county, and many suggestions have been made with a view of meeting the waste of power and money that at present takes place. These all, however, resolve themselves under two heads—the getting coal that is coal, and the placing of the engines in efficient hands. One writer puts the latter point thus:—*"Three things want to be done in connection with Cornish engineering and these are—1st. Give your engineer the entire control over the engines and men; 2d. Choose none but practical men for drivers; 3rd. Pay them as other skilled mechanics are paid."* Is not an absurdity that a mine should go to the expense of having an engine made (none of the men engaged in the manufacture of which goes less than 20s. to 22s. per week, and yet as soon as it is put to work it is given over to the care of a man who, as I can testify from personal knowledge, in five cases out of ten knows nothing beyond keeping up the feed, stopping it, and putting it to work?"

The South Frances encroachment upon West Frances is evidently serious. In addition to other crossings of the boundary, the extent of which is as yet unascertained, Mr. Henderson having dialled the 94, west of Pascoe's shaft, reports that it has been driven 37 fms. 1 ft. into West Frances's right. This is considered to indicate the removal of 400 fms. of lode from the latter mine of considerable value.

Some ancient mining tools were found at Furze Hill Tin Mine, near Horrabridge, a few days since in the old shaft about 51 fms. below the surface. They were probably from 150 to 200 years old. The wood portions were in a better state of preservation than the iron, the latter having been eaten away by the action of water.

Within the last nine months Norway bark has advanced in price

nearly 30 per cent. In many mines this increased cost of timber has become a very serious question, and, combined with dear iron and casting, and expensive coals, to say nothing of the vastly increased charge for labour, will lead to the "knocking" of many a promising "bal." Per contra, it will stop the floating of many a bogus one.

Where will not iron be found next. Our iron districts in Devon and Cornwall are being developed, operations in the Forest of Dean are being greatly extended, and now comes the news that iron lodges have been struck in the course of building operations in the city of Bristol. In one instance it is said that 1500 tons can be raised in the site, and that an offer of 5s. per ton was refused. One of the Newquay iron ore coasters has been lost on the Doobmar, at Padstow. Another set of Messrs. Willoughby's spring stamps have been set to work at Tregas to-day.

An old friend is going the round of the papers in the shape of a paragraph descriptive of a cupricious stream in Anatolia, which is used by the natives for precipitating purposes. It is, however, worth repeating. The writer says:—"At some miles distant from Kara Hisar I witnessed a curious, and to me a novel phenomenon—a stream so strongly impregnated with copper as to present the colour and almost the consistency as pea-soup: its breadth was about 12 ft., its extreme depth 1 ft., or so. Into this stream the natives are in the habit of throwing pieces of iron, in lieu of which they withdraw some days later corresponding bars of the purest copper, every atom of the former metal having been, through chemical action, replaced by an atom of the latter. I had some trouble to get my horse through this stream, as the animal instinctively recoiled from dipping his hoofs into the corrosive fluid."

TRADE OF THE TYNE AND WEAR.

Oct. 3.—The Coal and Coke Trades have been extremely quiet during the past week, and little business has been done in foreign and coasting. In order to induce business a reduction must be submitted to in most cases. As to a rapid fall in the price of coal, coke, and iron this is not to be looked for, the home demand for fuel, and the foreign demand for iron, will prevent any rapid fall in the value of these articles at present. Many of the contracts for coal and coke are now approaching completion, and, of course, there is much speculation as to their renewal; there are, however, many coke contracts having three years to run. A very large contract has been entered into here lately for gas coals—for 180,000 tons—to be supplied next year. The Cleveland ironmasters are not nearly so clamorous for coke, and they are standing out for reduced rates, and there have been some little concessions, but no serious reduction will be made at once. The hematite iron makers in Cumberland are well sold forward at good prices, so that they can afford to pay the present rates for coke, high as they are, and the demand from that quarter continues very urgent. The iron shipbuilding trade continues very dull, and in consequence the plate-mills of the district are doing little, and there is a bad prospect for them at present, but the rail and bar mills are all well employed, the demand for heavy rails for export being extremely good.

A private meeting has been held this week respecting the large ironworks at Sunderland of Oswald and Co. The liabilities are stated to be 300,000/., but it is said that an arrangement will be made by which they will be able to pay the creditors in full. It is expected that the extensive and complete rolling-mills on the north side of the river will be taken by Messrs. Bell and Co., the extensive ironmasters.

The strike at Cold Knott Colliery still continues, and the men who remain out are, of course, supported by the Durham Miners' Union, but many of the men have succeeded in getting employment at other works. A strike has also taken place at the Wardley Colliery, under most extraordinary circumstances. A dispute took place some time ago respecting what is termed "laid out" coal, this term simply meaning fines imposed on the men for sending foul coal and stones up mixed with the good coals. The master in dispute was referred to the joint committee of coalmasters and miners, which was appointed some time ago, when it was decided at a meeting, where both parties were fully represented, that the decisions arrived at by this committee should be binding on both parties. After due deliberation the committee settled all matters in dispute, but the men refused to abide by the decision, and have come out in defiance of it, and, of course, against the wish of the executive of the Durham Miners' Union.

On Monday an important decision was given by the revising barister appointed to examine the list of voters at South Shields. A number of miners employed at Harton and Hilda Collieries applied to have their names put upon the register. All these men, 240 in number, reside in cottages belonging to the owners of the collieries, no rent being charged, their residence in the cottages being considered as part of their wages. After a full investigation of the cases all the claims were allowed. Should this decision be maintained generally a large addition will be made to the burgh constituents in this district.

NORTHERN INSTITUTE OF MINING AND MECHANICAL ENGINEERS.

—A general meeting of the members of the North of England Institute of Mining and Mechanical Engineers will be held on Saturday, when the question of the desirability of having the Institute incorporated by royal charter will be discussed. A large number of gentlemen stand for election as members and students. Mr. A. L. Stevenson will read a paper "On the Experience afforded in the Manufacture of Coke within the last 12 years." The following papers will be open for discussion:—"On the Use of Air Vessels in Pumping Engines and the Means of Replenishing them," by Mr. R. B. Sanderson; "On Pumping Water" (second paper), by Mr. W. Waller; "On Ten Years Mineral Statistics of the United Kingdom, 1861 to 1870," by Mr. W. F. Howard; "Description of Air-Compressing Machinery, as applied to Underground Haulage, &c., at Ryhope Colliery," by Mr. W. N. Taylor; "On the Application of Machines worked by Compressed Air in the Collieries of Sars Longchamps and Bourg, at St. Vaast, in Belgium," by Mr. F. L. Cornel (translated by Mr. J. Duglass).

REPORT FROM SCOTLAND.

Oct. 2.—The warrant market, which closed on the 24th ult. at 12s. 6d., opened on Wednesday at 12s. 6d., and business was done during that day up to 12s. 9d. On Thursday and Friday there was strong speculative buying, and the price steadily advanced; closing for the week at 13s. 6d. On Monday a good business was done from 13s. 1d. to 12s. 6d. Yesterday a limited number of transactions took place from 12s. 6d. to 12s., closing with buyers at 12s. 6d. To-day the market opened at 12s., advanced to 13s. 6d., and closed at 13s. It seems now evident that the extreme prices which have prevailed for the last two or three months have exercised a prejudicial effect, not only on the home trade, but also on the demand from many of the foreign markets. There is little doing in makers' iron, and prices of special brands have a downward tendency. This state of matters, taken in connection with the strength of the market from a speculative point of view, has produced so much irregularity in prices that I cannot to-day give definite quotations.

SHIPMENTS.

For the week ending September 30, 1871 Tons 20,882

September 28, 1872 13,707

Decrease 7,155

Total increase since Dec. 25, 1871 79,160 tons.

The Pig-iron trade has got easier with the close of the shipments, and with rather a manifestation on the part of buyers not to go in for "warrants" at present prices, the foreign demand not warranting such a course. This is bringing the supplies of ore into full abundance, and a reduction in both native and foreign is looked for. The stock in store has been reduced 16,471 tons, and now is in Connal and Co.'s stores 133,353 tons, with warrants in circulation for 121,650 tons; and in Canal Co.'s stores 680 tons, with warrants in circulation for 300 tons.

Scotch makers of finished iron—so far as known—are abiding normally by their price list, although the orders in hand are barely keeping works going; and one maker informed us this forenoon that he had not an order upon his books, a circumstance which had not occurred with him before for 10 years. There is work to give out, but buyers are withholding orders in the hope of a reduction of prices. The shipbuilding firm of John Elder and Co. have entered into a contract for 15 steamers, with the probability of being followed by an order for other 10. This order is reported to be for a French or continental company, but the steamers are not to be large first-class passenger ships but small cargo steamers of about 800 tons each, so that the order is not regarded of such magnitude as it at first appears.

The quotations for coals have been reduced by the solitary firm of Dixon and Co., Govan Ironworks, while the trade have advanced the price of dross 2s. per ton. This is so serious a matter to some of our large manufacturing firms that it means an increase of their manufacturing expenses of from 10,000/- to 15,000/- a-year, with no chance of having the same recouped from any source. Short time will be the inevitable result, with the likelihood of these firms becoming their own coalmasters at no distant date. This is surely running the prices up, and so running the trade out of the hands of present coalowners.

At the usual meeting of the Glasgow Trades Council—for they are all interested in the price of coal—a conversation took place with reference to the high price of coals, and the influence which it is alleged the action of the miners have had in causing the great rise in price; and the secretary was instructed to communicate with the miners' secretary, and ask for information on the following points: 1. What advances have taken place in the wages of miners since Jan., 1871. 2. What corresponding advances have taken place in the price of coals since Jan., 1871. 3. A statement of the average output per man in Jan., 1871, and the average output at present, with reasons for the difference, if any. 4. A statement of the

full amount whereby the price of coals has been increased per ton by the advances which have taken place in miners' wages; and 5. A note of other causes which may have caused the present unprecedented price to which coals have been raised.

New coal fields, and low seams in old workings, are being opened up under the stimulation of high prices all around the coal districts.

Colliers in Fifeshire, Lanarkshire, and Ayrshire have had their wages advanced where they were demanded, and some of the coalminers give it as their experience that if the present rate of 10s. a-day continues very much longer the half of the colliers will have killed themselves with drink.

The Monkland Iron and Coal Company directors have sent the following notice to the shareholders:—

"The estimated profits to Sept. 30, after deducting interest on the unpaid purchase money (11,600/.), and placing 15,000/- to the guaranteed shares reserve fund, enable the directors to declare an interim dividend of 1/-, 6s. per share, free of income tax, which will be deducted from the call of 2/-, 10s., due 30th inst."

VENTILATION OF MINES.—The Messrs. Addie, of Langloan, have adopted a new system of ventilating their coal mines by fans. The experiments were tried on two of their pits with success. The fans used for the purpose are of the ordinary construction, but slightly hollowed towards the middle. They measure 5 ft. in diameter, and are driven at the immense speed of 600 revolutions per minute. The fans are placed at the top of an intermediate shaft, which is closed, and the air is made to pass through a side tunnel to the exterior of the top of the closed shaft, down which it passes at an immense velocity, as will be evident when it is stated that 33,000 ft. of air are sent out every minute. The fans, of which there are two sets, are driven by a pair of horizontal engines, of 12-inch cylinders, the motion being direct from the fly-wheel; and they are wrought alternately night and day, one of the fans being sufficient for the whole ventilating purposes of the vast workings of the two pits. The fans are on the principle of Schiele's patent, were constructed by the Union Engineering Company at Manchester, and cost about 700/-.

By the adoption of this system of ventilation all chance of the firing of the shaft through the overheating of the ventilating furnaces is obviated, as these furnaces are altogether dispensed with. Then there can be no shrinking of the brattices, or the lining of the shaft falling away through the heat of the furnaces, which is often another cause of accidents.

Mining shares have been considerably better this week, Emma being in good demand, with large sales taking place. Caradon are quoted 4s. better since Saturday; Tharsis about 3s. advance, and Shoots 20s.; but Monkland scarcely so good as on Monday. There have been numerous transactions in these shares since last report, mostly at some advance.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Oct. 3.—The Iron Trade of South Staffordshire is virtually in a state of suspense so far as new business is concerned; but as regards quotations the condition of the market is one of feverish excitement. The tendency of prices is downwards alike in the pig and finished departments of the trade; and it was announced on Change to-day that the leading houses had made a reduction of 2/- per ton, making 14/- the standard for bars, with proportionate rates for hoops, strips, rods, plates, and angles. Sheets (singles) of the medium and commoner makes are fully 3/- per ton lower. Much of this depression in prices is, however, due to the anxiety of merchants to dispose of their surplus stocks before a more decided reaction in prices takes place. Instances have come under our notice in which consumers of iron, who had bought largely, have been offering their surplus for sale at a shade below merchants' prices. In the Pig-Iron Trade the commoner brands are lower in value, but most of the makers of all mine hot-blast continue to quote 8/- as the standard rate.

The Amalgamated Association of Miners are holding this week at Walsall their half-yearly Conference. The proceedings have excited a good deal of interest in South Staffordshire, the address of the president, Mr. Halliday, being especially distinguished by its moderation. Significant hints were, however, thrown out by the delegates representing North and South Staffordshire that the colliers were dissatisfied with the present rate of wages, and that the recent demand for an advance of 6d. per day would be energetically enforced.

The demand for wrought ironwork for constructive purposes is very quiet just now in the Black Country, and it is even hinted that some of the establishments are about to be closed for a time until the market for raw material assumes a more settled aspect. In the lighter classes of hardware prices are decidedly lower. Currys have fallen as much as 20 per cent. Certain classes of marine and railway makers, who reduced their prices 1/- per ton a few weeks since, will shortly declare a further reduction of 2/- per ton. Foundry work is in quiet request, and quotations for gas-tubes and fittings being in course of completion. Locks and other builders' ironmongery are 5 per cent. lower all round.

Mr. E. F. R. Lucas, of Pennells, Wolverhampton, has patented a new process for the coking of pitch. The invention consists first in the production of a pitch-coke of good quality by subjecting the pitch in a muffle-oven to the influence of the flame, heat, and gases evolved from the fuel employed; and, secondly, in the manufacture of chrysene and anthracene from coke-oil and pitch-oil.

On the East Worcestershire side of the district the decline in the Iron Trade during the last few weeks has been most marked. The Earl of Dudley has joined the other leading houses in declaring a reduction of 2/- on finished iron. His lordship's price is, however, 12s. 6d. above any other house, 14/-, 12s. 6d. being his standard for a good deal of fluctuation is noticeable in the price

IMPORTANT SALE OF FREEHOLD ESTATES AND COAL FIELDS, IN THE COUNTY OF DURHAM.

TO BE SOLD, BY AUCTION, at the Queen's Head Hotel, Pilgrim-street and Grey-street, Newcastle-on-Tyne, on Wednesday, the 30th day of October; at One o'clock in the afternoon, unless previously disposed of by private contract (Mr. SAMUEL DONKIN, Auctioneer)—the following

VALUABLE AND EXTENSIVE FREEHOLD ESTATES,

In the following Lots, viz.:—
LOT 1.—THE LORDSHIP OF HART, containing an area of about 3800 acres, in the townships of Hart, Stratton, and Throston, comprising several excellent farms, and a large extent of building land, adapted for residential, manufacturing, and commercial purposes, adjoining the towns and port of the Hartlepool, together with several properties in the town of Hartlepool, and ground rents arising from building sites which have been disposed of (and utilised) on building leases; also, several cottages in the village of Hart, with other properties. The Hartlepool, Ferry-hill, and Sunderland Railways, and the New Hartlepool Branches of the North-Eastern Railway pass through the estate; and a private railway, communicating with the North-Eastern System, is also laid into the estate, near the West Hartlepool Docks and Timber Ponds.

LOTS 2, 3, and 4 (to be first offered in One Lot).—THE HUTTON HENRY ESTATE, comprising three farms, an excellent private residence, a brickyard, &c., in the township of Hutton Henry, and parish of Monk Hesleden, containing about 767 acres of land, in a ring fence, and all the beds of COAL and other MINERALS thereunder. If not sold as an entire property, the minerals will be reserved by the vendor, and the land will be sold in three lots, as under, viz.:—

LOT 2.—THE FARM OF HUTTON HENRY, containing 345 A. 0 R. 38 P., in the occupation of Mr. Brownless, at the low rent of £300 per annum. This farm is held on a lease for twelve years, from the 13th May, 1871, with the option reserved to the owner of determining the lease in any year by giving the usual notice, and paying the tenant for improvements.

LOT 3.—THE FARMS OF RODED RIDGE AND RODED RIDGE MOOR, containing 399 A. 0 R. 33 P., in the occupation of Mr. John Berlin, at the annual rent of £210. These farms, which are capable of great improvement, are let on leases, which expire, as to the former, on the 13th May, 1889, and as to the latter on the 13th May, 1874; but that the landlord has the option of determining the tenancy in any year, as in Lot 2. Also, THE BRICKFIELD AT Wingate, containing 19 A. 3 R. 87 P., let on lease to Mr. Birken for 12 years, from the 23rd November, 1861, at a minimum rent of £10 a year, and a royalty of 2s. per thousand on all bricks and tiles sold.

LOT 4.—The dwelling-house, garden, and pleasure grounds, called RODRIDGE HOUSE, containing 2 A. 3 R. 31 P., in the occupation of Mr. Joseph Lugg, on a lease for ten years, expiring 13th May, 1875, at a rent of £200 per annum.

The Hutton Henry estate forms part of the Great Durham coal field, and has direct communication by railway with the ports of Hartlepool and Sunderland and the harbour at Seaham. An Act of Parliament has also been obtained by the North-Eastern Railway Company for the construction of a railway through this estate, to connect the coal fields of the district with Stockton and Middlesborough. Wingate Station, on the Hartlepool and Ferry-hill Branch, is on the estate, and the station at Castle Eden is within a short distance.

LOT 5.—THE HURWORTH ESTATE, in the township of Wingate and parish of Kilve, consisting of the following farms, viz.:—BLACK HURWORTH FARM, containing 230 A. 3 R. 18 P. of excellent land, in the occupation of Mr. James Barker, at the yearly rent of £137; and RED HURWORTH FARM, containing 190 A. 0 R. 25 P. in the occupation of Mr. John Huston, at the yearly rent of £94. Together with all the beds of COAL and other MINERALS lying thereunder. This estate is only about a mile and a half from the Wingate Station of the North-Eastern Railway, and an Act has been obtained for the construction of a railway through the estate from the colliery district near Castle Eden to Stockton and Middlesborough.

N.B.—All the farms on the several estates are let subject to a month's notice from the landlord, for the re-possession of any portions of them which may be required for railway building, or other purposes.

LOT 6.—THE COAL and other MINERALS under the Hardwick Hall Estate, in the parish of Monk Hesleden, containing about 770 acres, lying within a short distance of the Castle Eden Station on the Hartlepool and Sunderland Railway.

For plans and particulars apply to Messrs. HORN and MURRAY, Solicitors, 22, King-street, St. James's, London; J. P. DAVIS, Esq., Solicitor, 15, Clifford-street, London; Messrs. NICHOLSON, SANDERS, and NICHOLSON, Solicitors, Wath-upon-Dearne, near Rotherham; G. M. SAUNDERS, Esq., Solicitor, Carlton-chambers, 8, Regent-street, London; T. S. CUNDY, Esq., Land Agent, Wetherby, Yorkshire; G. W. ALLANSON, Esq., Hart Estate Office, Hartlepool; and Messrs. MARTIN and FENWICK, Estate Agents, Park-place, Leeds.

TO COLLIER OWNERS, IRONMASTERS, AND OTHERS.

IMPORTANT SALE OF FREEHOLD FARM, AND FREEHOLD AND LEASEHOLD COLLIERIES, AT NEVILLE HILL, NEAR LEEDS.

In the month of October inst., unless previously disposed of by private contract, ALL THAT MESSUAGE OR TENEMENT, with the TWO COTTAGES, STABLES, and OUTBUILDINGS thereto belonging, situate in the township of TEMPLENEWSAM, in the borough of LEEDS, together with the several CLOSES OF LAND adjoining thereto, containing together 28 A. 1 R. 18 P., more or less, and known by the name of NEVILLE HILL FARM, or GREEN FARM, together with so much of the several beds of coal lying beneath the same as remains ungottoned, and which are believed to be as hereinafter stated.

The whole of these premises are freehold, and immediate possession can be given both of the surface and of the mines.

Also all the MINES and MINERALS under certain parcels of land, containing 5 A. 2 R. 23 P., or thereabouts, purchased by the Leeds and Selby Railway Company; subject to all such restrictions and conditions respecting mines and other matters as are contained in the several Acts of Parliament relating to the Leeds and Selby Railway.

Also all the MINES and MINERALS under certain other parcels of LAND, containing 10 acres, heretofore part of the said farm, purchased by the North-Eastern Railway Company, subject to certain covenants, restrictions, and stipulations contained in the conveyance of the said last-mentioned parcels of land from the present vendors to the said North-Eastern Railway Company. About 15% acres of the Black Bed and ironstone beneath this farm are ungottoned, and the Better Bed and clay beneath the whole, 43 A. 1 R. 11 P., are also ungottoned.

Also all those BEDS OF COAL, called the Rock or Crow Bed and the Black Bed, with the ironstone between them, lying under certain portions of the estate called the Ivy House Estate, containing together 106 A. 1 R. 9 P., or thereabouts, situated in the townships of Leeds and Templenewasam, with the option of getting the partially wrought coal under as much of the said estate as lies on the upper side of a throw, supposed to pass through the said estate, and also through certain pieces, closes, or parcels of land, part of the said surface land, containing together 13 A. 3 R. 1 P., or thereabouts, and which said beds of coal and ironstone are held under a lease for 21 years from the 1st day of February, 1857. Under these lands about 65 acres of the Rock or Crow Bed and 72 acres of the Black Bed and ironstone are ungottoned. The lessees have power to sink shafts and form colliery works upon certain adjoining lands of the lessor.

Also all those THREE several BEDS or SEAMS of COAL, called or known by the several names of the Crow Coal or Rock Bed, the Black Bed, and the Better Bed, and all that MINE of IRONSTONE, lying above and in the roof of the said Black Bed of Coal; all which said last-mentioned beds of coal and mine of ironstone are situated and lie within and under all the estate situated at the Bank, in the borough of Leeds aforesaid, called Coach House Farm, and contain by estimation 30 acres or thereabouts, which are held under a lease for 13½ years from the 1st day of January, 1834. About 19 acres of the Rock Bed and 27 acres of the Black Bed and ironstone under these lands are still ungottoned.

The purchases is to take all the steam-engines, shafts, boilers, gins, and colliery plant on the colliery (whether fixed or moveable), at a valuation to be made in the main manner.

The vendors are under agreement with the Native Guano Company (Limited) for the sale of such shale to be gotten from the pit hills at the colliery as the company may require, at the price of 3d. per ton, and to allow the company the exclusive use of one of the steam-engines belonging to the vendors, for the rest of £100 per annum, which agreement will terminate on the 1st day of May next, but is renewable at the option of the said company for one year longer.

The vendors are also under an agreement with the Low Moor Company for the sale of iron ore. The property will be sold subject to these agreements. For further particulars, apply to—

Messrs. BOND AND BARWICK, Solicitors, Leeds.

GEORGEHAM, NORTH DEVON.

TO BE SOLD, BY PRIVATE CONTRACT, a VALUABLE ESTATE, known as BUCKLAND,

In the parish of GEORGEHAM, DEVON, midway and on the line of railway which is now being made between the towns of Barnstaple and Ilfracombe, containing about 181 acres, lying in the centre of a district abounding in iron ore, and which is now being extensively raised on the properties immediately adjoining on the north, east, and west sides, and the lodes are believed to pass under this property.

The estate is held by a tenant under a lease for 21 years, which expires at Lady-day, 1874, in which the minerals are excepted, but earlier possession may be had by arrangement with the tenant.

Price, and any further information, may be obtained on application to

Mr. GEORGE BROWN, Land Agent, Barnstaple.

Dated Barnstaple, July 17th, 1872.

MINERALS IN THE WOODHALL ESTATE, PARISH OF BOTHWELL, LANARKSHIRE,

TO BE LET.

1.—THE UNWRUGHT MINERALS in that PART of the ESTATE called LEGBANKNOCK, lying to the south of the Edinburgh and Glasgow Road, containing about 500 acres, as formerly possessed by the Monkland Iron and Steel Company, on lease which expired at Whitsunday, 1870. Immediate entry can be given to this mineral field, which contains the DRUMGRAY SEAMS, and unwrighted portions of others.

2.—THE SEAMS OF COAL, IRONSTONE, and FIRE-CLAY in that PART of the ESTATE known as the THANKERTON MINERAL FIELD, together with the COLLIER'S HOUSES connected therewith, all as presently possessed by the Monkland Iron and Steel Company, on lease expiring at Whitsunday, 1874, when entry will be given to an incoming tenant. The working of this mineral field is in full operation, and a tenant can, on entry, have the option (in right of the landlord) of taking over at a valuation the whole or any part of the machinery and utensils of every description necessary for carrying on the works.

The Estate of Woodhall is within ten miles of Glasgow, and is close to the Holytown Station of the Caledonian Railway Company and to the Monkland Canal, with which the different collieries communicate by means of private branch railways through the estate. These mineral fields are also in the immediate neighbourhood of numerous and extensive ironworks.

The proprietors are ready to treat with parties who may wish to purchase any part of the land.

For particulars, apply to Messrs. MCRAEATHS and STEVENSON, M.E., 128, West George-street, Glasgow; to CHARLES PEARSON, C.A., 128, George-street, Edinburgh; or to WILLIAM NELSON, Factor on Woodhall, by Airdrie.

9th September, 1872.

SHROPSHIRE.

OLD PARK IRON COMPANY (LIMITED).

MESSRS. BARBER and SON, in conjunction with Messrs. JOSEPH COOKSEY and SON, are instructed by the Mortgagors to OFFER FOR SALE by AUCTION, at the Wrekton Hotel, Wellington (Salop), on Wednesday, the 9th day of October next, at Five O'Clock in the afternoon (unless previously disposed of by Private Treaty, of which due notice will be given), and subject to conditions—the LEASEHOLD MINES and ESTATE, together with the WORKS, MACHINERY, PLANT, STOCKS, TOOLS, and IMPLEMENTS of the OLD PARK IRON COMPANY (LIMITED), on the premises, at Old Park, near Wellington, Salop.

The Leasehold Estate comprises about 1280 acres of surface land, situated in the parishes of Dawley and Stirkholme, in the county of Salop, and the whole of the ungotton measures of coal, ironstone, fire-clay, and other minerals thereunder, subject to reasonable royalties.

On the property there are four blast-furnaces, with the necessary plant, machinery, and connections. There is also a sufficient and valuable colliery plant for working the mines and minerals. Also a large and valuable forge and mill, comprising about 30 puddling furnaces, three metal hives, one 60 cwt. steam hammer, two forges, 23 in. plate mill, 20 in. sheet mill, 10 in. and 8 in. merchant hoop and guide train; with mill heating and annealing furnaces, two sets of powerful guillotine, cutting down, cropping, and other shears; powerful driving gear, and all the other necessary engine and steam power for driving the same.

The estate is intersected by a locomotive railway and tramways for conveying the minerals and iron to and from the pits. Forge, and mill blast-furnaces, &c., and is in direct communication with the London and North Western and Great Western Railways.

The forge and mill have been erected within the last 10 years, regardless of expense, and are adapted to the manufacture of heavy descriptions of iron.

The ungotton mines of coal are estimated at 12,000,000 tons, and of ironstone at 1,200,000 tons.

The iron produced from the estate is well known in the market as being of the finest quality.

The property may be inspected by order, which may be obtained from the auctioneers.

Further particulars, with conditions of sale, will shortly be prepared.

The lease under which the property is held, and a copy of the working plans of the colliery, and a plan of the estate, may be inspected at the office of Mr. R. D. Newill, solicitor, Wellington, Salop, from whom, or from the auctioneers, Messrs. Barber and Son, Wellington, Salop, and Messrs. Joseph Cooksey and Son, West Bromwich, further particulars and conditions of sale may now be obtained.

CARNARVONSHIRE, NORTH WALES.

IMPORTANT TO CAPITALISTS, QUARRY PROPRIETORS, and OTHERS. SALE of a LARGE SLATE QUARRY, known as CASTELL CIDWM SLATE QUARRY, situated near QUELLYN LAKE, on the road from CARNARVON to BEDDGELELT.

MR. WM. DEW WILL SELL, BY AUCTION, at the Sportsman Hotel, Carnarvon, on Saturday, the 12th day of October, 1872, at 2 o'clock in the afternoon (subject to conditions then and there to be produced),

THE CASTELL CIDWM SLATE QUARRY,

Together with the WHOLE of the VALUABLE WORKING PLANT AND MATERIAL.

The quarry will be sold subject to a lease for 60 years, reserving to the vendors a right of 1-16th, and with a minimum rent of £50 per annum. It is situated about six miles from the town of Carnarvon, on the Beddgelert Road, and comprises an area of 443 A. 3 R. 7 P.

The slate beds are rich and of a superior quality. The face of the workings presents unmistakable proof of a first-class quality of marketable slate, the openings made satisfactorily prove the existence of a most superior vein, the rock has been reduced to a considerable depth, and is now in a position to turn out 200 tons per month.

It has been extensively opened out at a large outlay, which fully bears out the fact that it forms part of the great vein running from the far-famed Penrhyn Quarries through the Llanberis Quarries to the Nantlle Vale.

It is furnished with good and efficient machinery, is well provided with tramways, 11 wagons, water-wheels, 3 weighing machines, smiths' tools, wire rope, iron rails, cranes, barrows, &c., with plenty of water power, and every requisite for work.

Particulars and inventory of plant and machinery may be had at any of the principal hotels in North Wales; of W. LIPSCOMB, Esq., Beech Lawn Heath, Wakefield; and the Auctioneer, Wellfield House, Bangor.

N.B.—The purchaser of the quarry can have the option of taking the present master's house for the unexpired term of 57 years at a very low rental.

MR. HUMPHREY OWEN, Agent at the Quarry, will show intending purchasers over the works.

FLINTSHIRE.

MESSRS. FREEMAN AND STRONG WILL SELL, BY AUCTION, at the Royal Oak Hotel, Flint, on Monday, the 14th day of October next, at One for Two o'clock precisely, subject to conditions, the following

FREEHOLD MINING PROPERTIES,

Situate in the parish of HOLYWELL, in the county of FLINT.

LOT ONE.

ALL the MINES of COAL and IRONSTONE, and other MINES and MINERALS, now lying in or under about 44 acres, known as the BAGILLY TOP HILL COLLIERY.

The coals are of excellent quality, and well adapted for steam-engine, smelting, house, and other purposes.

This colliery is within a few hundred yards of the Bagilley Wharf, on the River Dee, where coal and ironstone can be transmitted at a very moderate cost; it also adjoins the turnpike-road leading from Holywell to Flint, being about two miles distant from the former place, and about the same distance from the latter, thereby commanding an extensive home trade, both for house use and the very extensive lead smelting and manufacturing establishments of the district.

The Bagilley Station on the Chester and Holyhead Railway is within a few hundred yards of the colliery.

The value of this colliery will, it is expected, be very considerably enhanced by the mining operations now being extensively carried on in the adjoining lands on the deep of these mines.

LOT TWO.

ALL the MINES of COAL and IRONSTONE, and other MINES and MINERALS in and under about 58 acres of land, known as the CORNIST ESTATE, situated within half a mile of the town of Flint, where there is a station on the Chester and Holyhead Railway, and within three quarters of a mile to the shipping place on the River Dee. There are also extensive manufacturing establishments in the neighbourhood.

The MINERALS under the dwelling-house known as Cornish Hall, and the outbuildings and gardens, containing about 2 acres 1 rod 36 perches, will not be sold, and do not form part of the 58 acres.

For further particulars apply to Mr. ISAAC TAYLOR, Land Agent, Coleshill Cottage, Flint; to Mr. THOMAS ROBERTS, Gadly's-road, Bagilley; or to Mr. RUPERT SMEDLEY, Solicitor, Holywell.

TO RAILWAY CONTRACTORS, COLLIER PROPRIETORS, IRON MERCHANTS, and OTHERS.

HIGHLY IMPORTANT and EXTENSIVE SALE of CONTRACTORS' PLANT and MACHINERY, HORSES, HORSE GEARS, and OTHER EFFECTS.

MESSRS. CHURTON, ELPHICK, and CO., beg to announce that they have been favoured with instructions from Messrs. Scott and Edwards, to SELL BY AUCTION (in consequence of the completion of the Whitchurch and Tattenhall Railway) on TUESDAY, the 15th day of October, 1872, and following day if necessary, at the Depots at Whitchurch and Hampton Heath, a large quantity of valuable

PLANT, MACHINERY, and EFFECTS.

Including about 200 tons of contractors' rails, first-class LOCOMOTIVE TANK ENGINE, &c., together with seven WAGON HORSES, harness mare, and a large quantity of excellent gears and harness, the greater part of which was made for these works.

N.B.—Catalogues may be had at the offices of the Auctioneers, Chester; and Whitechurch (Salop).

PRELIMINARY.

TO GAS AND COLLIER COMPANIES, ENGINEERS, IRONFOUNDERS, BRICKMAKERS, and OTHERS.

BICKFORD'S PATENT**SAFETY FUSE,**
FIRE TO THE
BLASTING ROCKS, &c.

Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" of 1852, in London; at the "IMPERIAL EXHIBITION," held in Paris, in 1855; at the "INTERNATIONAL EXHIBITION," in Dublin, 1865; at the "UNIVERSAL EXPOSITION," in Paris, 1867; and at the "GREAT INDUSTRIAL EXHIBITION," at Altona, in 1869.



BICKFORD, SMITH, AND CO., of TUCKINGMILL, CORNWALL, MANUFACTURERS AND ORIGINAL PATENTEES OF SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manufacture, beg to call the attention of the trade and public to the following announcement:

EVERY COIL of FUSE MANUFACTURED by them has TWO SEPARATE THREADS PASSING THROUGH the COLUMN of GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM TWO SUCH SEPARATE THREADS as THEIR TRADE MARK.

For Excellence
and Practical Success
of Engines



Represented by
Model exhibited by
this Firm.

HARVEY AND CO.,
ENGINEERS AND GENERAL MERCHANTS,
HAYLE, CORNWALL,
HAYLE FOUNDRY WHARF, NINE ELMS, LONDON,
AND 115, GRESHAM HOUSE, E.C.

MANUFACTURERS OF

PUMPING and other LAND ENGINES and MARINE STEAM ENGINES the largest kind in use, SUGAR MACHINERY, MILLWORK, MINING MACHINERY, and MACHINERY IN GENERAL.
SHIPBUILDERS IN WOOD AND IRON.

SECONDHAND MINING MACHINERY FOR SALE,
IN FIRST-RATE CONDITION, AT MODERATE PRICES.

PUMPING ENGINES; WINDING ENGINES; STAMPING ENGINES STEAM CAPTAINS; and CRUSHERS of various sizes. BOILERS, PIT-WORK of all descriptions, and all kinds of MATERIALS required for MINING PURPOSES.

THE PATENT PNEUMATIC STAMPS
May be SEEN AT WORK at HAYLE FOUNDRY WHARF, NINE ELMS, by previous application at either of the above addresses.

BY
LETTERS



ROYAL
PATENT.

THOS. BORLASE'S PATENT METALLIC ORE-DRESSING MACHINE.

ADVANTAGES.

GREAT SIMPLICITY and ECONOMY of CONSTRUCTION and operation. The stuff is taken direct from the stamps. Nine-tenths of the tin or other mineral treated is saved at the first washing. The superintendence and attention required is the least possible. The motive power necessary is very trifling. LEAD ORE.—Four-fifths will be made fit for the market by one washing. TIN ORES.—Four-fifths are cleaned into whits with one washing. Dressing floors can be laid out in shorter time and much more economically than with ordinary appliances. Upwards of five-sixths of the labour cost for dressing is saved.

EXTRACTS FROM TESTIMONIALS.

From Captain RICHARD BLIGHT, Cregbrawse and Penkevil United Mines, near Chacewater, February 19, 1872.—

I have seen the tin-dressing machine at work at North Roskear Mine, and fearlessly say it is the best machine I ever saw. I do not hesitate to say it saves nine-tenths of the tin directly it passes over it, and eight-tenths of the tin is saved into whits at once.

From Capt. JOHN OLD, Breage, February 22, 1872.—

I have inspected Borlase's patent revolving metallic ore-dressing machine at North Roskear Mine, and am pleased to say that I have a very high opinion of it as a complete apparatus. I tried the rough and slimy after it left the separator, and found it to be very poor. This testing of the machine was very satisfactory to me, and I can with confidence recommend it.

From Capt. RICHARD PEARCE, Dolcoath, March 2, 1872.—

I have seen your machine for dressing tin ore working at North Roskear, and am pleased with the simplicity of its working, and it seems to separate its work very well.

From Capt. ANTHONY JOHNS, North Roskear, March 4, 1872.—

I have worked your dressing-machine, and I find it will do its work as a separator and cleaner admirably. The whits for burning are very good, and the roughs which pass over it are very poor. I have great confidence in recommending it, as it saves much manual labour.

From Capt. JOHN REYNOLDS, Cook's Kitchen, March 4, 1872.—

I called at North Roskear Mine to-day, and saw your new tin-dressing machine at work. I vanned the different divisions of roughs and slime as classified by the machine, and found them highly satisfactory. I believe it to be the foundation of a method for dressing tin which must, sooner or later, come into general use.

From Mr. F. PASCOE, tin dresser, Tuckingmill, March 4, 1872.—

It will do for any class of work; for slimes it is first-class. It is equal to four times buddling by passing over this machine once.

From Mr. S. H. STEPHENS, the dresser, Great Wheal Fortune, March 5, 1872.—

I have seen Mr. Borlase's patent machine in full operation at North Roskear Mine, and I willingly bear testimony to its efficiency for cleaning tin ores—in fact, it makes the best separation in one running I ever saw, either in this country or in America.

THE MACHINE CAN BE SEEN AT WORK AT NORTH ROSKEAR MINE, CAMBORNE, and all further particulars may be obtained on application to—

TUCKINGMILL FOUNDRY COMPANY,

CAMBORNE, CORNWALL.

The SOLE MANUFACTURERS OF BORLASE'S IMPROVED PATENT PULVERISERS AND ORE DRESSING MACHINES, to whom all orders must be sent.

CAPTAIN TREGAY'S

IMPROVED

PATENT

STAMP

COFFER,

FOR STAMPING GOLD QUARTZ, TIN, AND OTHER ORES.

The gateway is extended, discharge doubly increased, and power economised.

May be inspected in full work, on application to Captain TREGAY, Redruth, Cornwall, who is PREPARED TO TREAT for GRANTING LICENSES for its use, or to SUPPLY the MACHINES.

JOHN AND EDWIN WRIGHT,

PATENTEEs.

(ESTABLISHED 1770.)

MANUFACTURERS OF EVERY DESCRIPTION OF IMPROVED

PATENT FLAT AND ROUND WIRE ROPES from the very best quality of charcoal iron and steel wire.

PATENT FLAT AND ROUND HEMP ROPES, SHIPS' RIGGING, SIGNAL AND FENCING STRAND, LIGHTNING CONDUCTORS, STEAM PLUGUE ROPES (made from Wedster and Horsfall's patent steel wire), HEMP, FLAX, ENGINE YARN, COTTON WASTE, TARPAILLING, OIL SHEETS, BRATTICE CLOTHS, &c.

UNIVERSE WORKS, MILLWALL, POPLAR, LONDON.

UNIVERSE WORKS, GARRISON STREET, BIRMINGHAM.

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WILTON'S MATHEMATICAL INSTRUMENT ESTABLISHMENT, REMOVED from St. Day to A. JEFFERY'S, CAMBORNE.

W. H. WILTON begs to thank his friends for their liberal support for so many years, and informs them that (having opened business at Valparaiso) he has now declined business in England in favour solely of Mr. A. JEFFERY, MATHEMATICAL INSTRUMENT MAKER, CAMBORNE, whom he considers (having been an assistant to his father for several years) is in every way capable of creditably maintaining the good name universally awarded to Wilton's instruments.

A. JEFFERY

Respectfully begs to inform Mine Managers, Surveyors, Engineers, &c., that having purchased Mr. Wilton's business, and the very valuable acquisitions and appliances belonging thereto, he has enlarged his Mathematical Instrument Manufactory, and is prepared to supply THEODOLITES, DIALS, POCKET DIALS, LEVELS, TRAVERSING AND PLAIN PROTRACTORS, CASES OF DRAWING INSTRUMENTS, MEASURING CHAINS AND TAPES, ASSAYERS' SCALES AND WEIGHTS, ENGINE COUNTERS, and, in short, every description of Instruments used in SURVEYING, MEASURING, MAPPING, &c.

Repeating in all its branches promptly attended to.

LOCOMOTIVE TANK ENGINES

FOR MAIN LINE TRAFFIC, SHORT LINES, COLLIERIES, CONTRACTORS, IRONWORKS, MANUFACTORIES, &c., from a superior specification, equal to their first-class Railway Engines, and specially adapted to sharp curves and heavy gradients, may always be had at a short notice from—

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LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,
GATESHEAD-ON-TYNE.

**THE TAVISTOCK FOUNDRY, IRONWORKS,
AND HAMMER MILLS,**

ESTABLISHED MORE THAN HALF A CENTURY,

have been purchased by

NICHOLLS, MATTHEWS, AND CO.,
Who are in a position to MANUFACTURE ALL KINDS of ENGINEERING and FOUNDRY WORK, SHOVELS, and MINING TOOLS of every

description; and have had a large experience in preparing

MACHINERY FOR FOREIGN MINES,

As well as selecting mechanics to erect the same.

N. M., AND CO. have always a STOCK OF SECOND HAND MATERIALS.

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MINE SIEVE AND STAMPS' GRATE MANUFACTURERS,

COPPER BOTTOM PERFORATORS,

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ORE-DRESSING MACHINERY.

SEPARATION TROMMELS.

JIGGING MACHINES.—Continuous and automatic.

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PERFORATED PLATES.—For Trommels, Jigging Sieves, and

Stamps' Grates.

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PATENT RECIPROCATING CRUSHER

Is the SIMPLEST and BEST PULVERISER in existence. It will do BETTER WORK, and MORE OF IT, on same power than any other yet invented.

Apply for terms to GEORGE GREEN, Aberystwith; or to the patentee,

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MAY BE SEEN AT WORK AT GREAT DARREN MINE, NEAR

ABERYSTWITH.

BENNETT'S SAFETY FUSE WORKS,

ROSKEAR, CAMBORNE, CORNWALL.

BLASTING FUSE FOR MINING AND ENGINEERING PURPOSES,

Suitable for wet or dry ground, and effective in Tropical or Polar Climates.

W. BENNETTS, having had many years' experience as chief engineer with Messrs. Bickford, Smith, and Co., is now enabled to offer Fuse of every variety of his own manufacture, of best quality, and at moderate prices.

Price Lists and Sample Cards may be had on application at the above address.

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PROTECTED BY ROYAL LETTERS PATENT.

BARKER'S IMPROVED FUEL

(FROM COAL DUST),

SUITABLE FOR ALL PURPOSES FOR WHICH COAL IS USED.

This fuel, made from dust coal, gives in use results superior to the best coal; it is thoroughly water proof, stacks without liability to spontaneous combustion, less, or deterioration on board ship, or in any climate, and in 90 per cent. less space.

An immense saving is effected by its use on sea-going steamers, owing to its high evaporative power, requiring one-third less stowage room, and avoiding all risk of spontaneous combustion. It burns with little smoke, forming itself into coke; it is very durable, the combustion is perfect, and it will not fall or disintegrate in great heat before a blast or strong draught, nor does it produce clinker.

It will bear rough usage and handling without breakage.

As regards the manufacture, it is easily and cheaply made; the machinery made is simple, effective, and comparatively inexpensive.

No heavy pressure is required, or exposure to heat after moulding, to dry or coke (as is usual); and after mixing, the blocks could, if desired, be made up by hand labour; but for large production, self-acting machinery is recommended; and when moulded, the fuel is at once ready for use or transit.

Works are in operation in London, and can be viewed on application.

Intending licensees can send their coal and have it made up into fuel in their own presence, and have it returned to them for trial.

Samples on a large scale suitable for every purpose supplied for trial.

The proprietors of the patents are prepared to grant licenses, and would, if desired, undertake contracts to provide machinery, erect works, and put the same into satisfactory operation, on any required scale of manufacture.

Application to be addressed to the patentees—

Mr. DAVID BARKER, Oldbury House, Northfleet, London; or

Mr. THOS. D. CLARE, 13, St. Mary's Row, Birmingham.

NATIONAL INSTITUTION FOR DISEASES OF THE SKIN,

Physician: DR. BARR MEADOWS, 49, DOVER STREET, W.
Patients attend at 227, Gray's Inn-road, King's Cross, on Mondays and Thursdays; and at 10, Mitre-street, Aldgate, on Wednesdays and Fridays. Mornings at Ten; evenings from Six till Nine. Free to the necessitous poor; payment required from other applicants.

THOMAS ROBINSON, Honorary Secretary.

HIBBERT'S NEW THEORY and PRACTICE of MEDICINE.

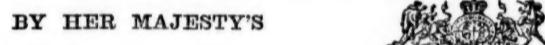
Vol. I. being a treatise on the Nature, Cause, Cure, and Prevention of Disease in Human Beings; Vol. II. on Animals. In paper cover, Is.; bound in cloth, gold lettered, 2s. each.

Published and sold by JOHN HEYWOOD, Manchester; and SIMPKIN, MARSHALL and CO., London.

HIBBERT'S PATENT ANTISEPTIC, for stamping out Small

Pox, Cholera, Fever, and all Fermentive Inflammatory Diseases. May be obtained through any Chemist, in bottles, price Is. 1/2d., and upwards.

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ROYAL LETTERS PATENT.

**STANLEY'S PATENT FURNACE,
FOR SMELTING ORE OR RE-MELTING IRON OR OTHER METAL,
PUDDLING AND ALL KINDS**

THE HOWARD SAFETY BOILER,

HUNDREDS ARE NOW IN USE, AND THE DEMAND IS UNPRECEDENTED.

Some of its advantages:—

NOT LIABLE TO DANGEROUS EXPLOSIONS.

HIGH-PRESSURE STEAM, WITH ECONOMY OF FUEL.

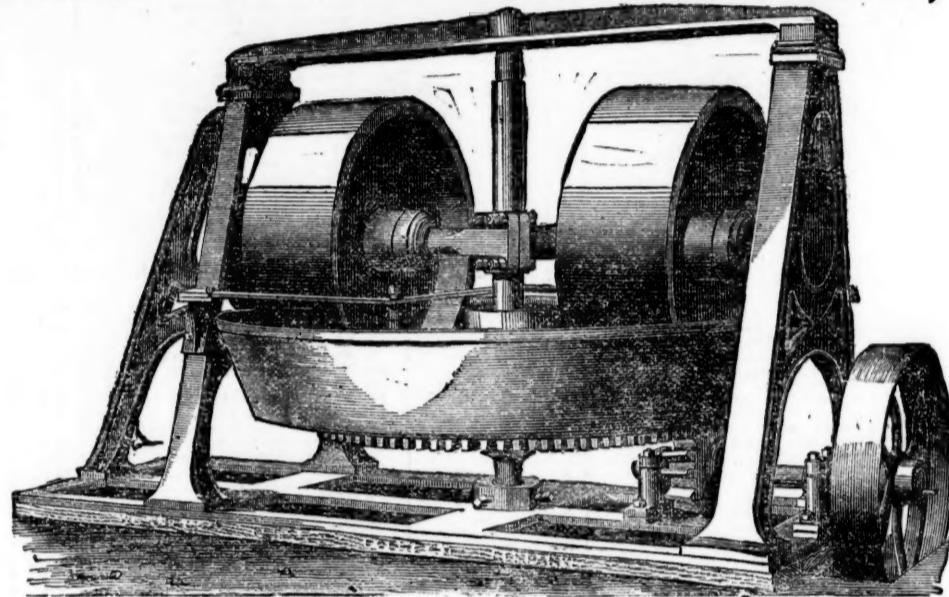
PERFECT CIRCULATION, AND READY MEANS OF REMOVING SEDIMENT.

SAVING OF COST AND TIME IN REPAIRS.

PORATABILITY, AND, FOR EXPORT, GREAT SAVING IN FREIGHT.

Patentees and Manufacturers: J. and F. HOWARD, BRITANNIA IRONWORKS, BEDFORD. London Office: 4. CHEAPSIDE, three doors from St. Paul's. Manchester Office: 43, MARKET STREET.

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THE DON ECONOMIC LUBRICATING OIL IS 40 PER CENT. CHEAPER THAN THE ORDINARY KINDS.

MR. ALFRED HEWLETT, of the Wigan Coal and Iron Company, says:—"I have used it for two years, and find it to answer exceedingly well for lubricating purposes."

MR. NASMYTH, the Inventor of the Steam-Hammer, says:—"I am highly pleased with it as a most effective and durable lubricant, having remarkable properties in the way of setting free bearings which had got set fast."

In face of these and hundreds of other letters to the same effect, it is a MERE WASTE OF MONEY to use the dearer kinds for the engines and machinery of collieries and mines, numbers of which are now using the Don Oil instead.

Any company desirous of trying it before adopting it may do so at our risk and expense.

Circulars containing particulars sent on application.

PRICE—By the Ton of 253 Gallons, 2s. 6d. a gallon; by the Cask of 40 Gallons, 2s. 9d.

AGENTS WANTED AT HOME AND ABROAD.

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WIRE TRAMWAYS
COST
exclusive of power
and rolling-stock)
from £250 to £900
per mile,



are at present successfully employed in lengths from a quarter of a mile to fourteen miles in transport of coal, ironstone, fire-clay, coke, general mining produce, beetroot, sugar-cane, &c. They are working in most difficult and mountainous districts, where no other means of transport is impossible, as well as through ordinary country.

ABOUT SEVENTY LINES HAVE ALREADY BEEN CONSTRUCTED.

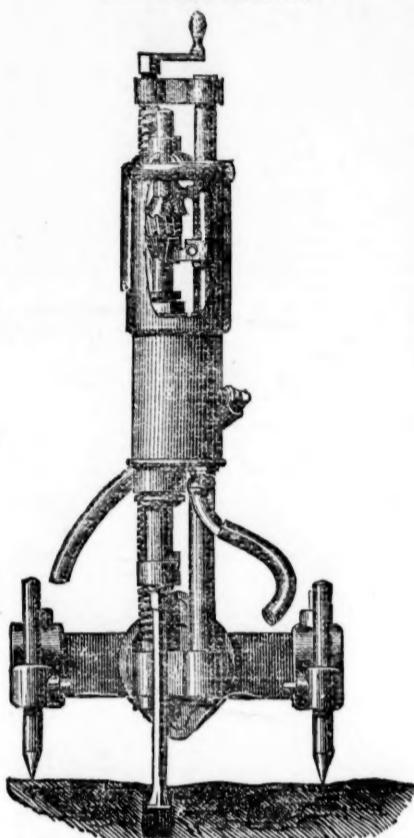
THE WIRE TRAMWAY COMPANY (LIMITED)

PREPARED to SURVEY and ESTIMATE for LINES and EXECUTE CONTRACTS at HOME and ABROAD. They have Engineers employed in constructing these lines in England, Holland, Prussia, Austria, Russia, Italy, Spain, United States, Peru, Chile, Brazil, India, Bolivia, West Indies, and Egypt. The system has been adopted by the English and Anglo-Indian Governments, Spanish and Prussian Governments, and for many of the first mines and ironworks at home and abroad.

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McKEAN'S ROCK DRILL,
FOR MINES, TUNNELS, QUARRIES, AND SUBMARINE WORK.
500 TO 1000 STROKES PER MINUTE
(counted by mechanism).

PENETRATES GRANITE 6 TO 12 INCHES PER MINUTE.
MACHINES WARRANTED.



For full description, &c., see "ENGINEERING" of July 26, 1872,
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These machines are manufactured for McKean and Co. by
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SMALL PORTABLE BOILERS, or AIR COMPRESSORS, furnished, if required; the latter with GIFFARD'S FRICTIONLESS VALVE PISTON.

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ENGINEERS,
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Circulars sent free.

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INCREASED VALUE OF WATER POWER

The extraordinary advance in the price of coal has directed more attention to water power, and to the best manner of applying it. For many years it has been, to a great extent, neglected and undervalued. One great objection to it has been the variable nature of most streams in these countries, having abundance of water during the winter half-year, and very little in the dry season. No kind of wheel hitherto known was able to give the proper proportion of power from the smaller quantities of water, so that it became the practice very generally to use steam entirely during the summer half of the year, letting the water go to waste. This is now completely prevented, and the full available power can be obtained from a stream at every season by using

MacADAM'S VARIABLE TURBINE.

This wheel (which is now largely in use in England, Scotland, and Ireland) is the only one yet invented which gives proportionate power from both large and small quantities of water. It can be made for using a large winter supply, and yet work with equal efficiency through all variations of quantity down to a fifth, or even less if required. It is easily coupled to a steam-engine, and, in this way, always assists it by whatever amount of power the water is capable of giving, and, therefore, saves so much fuel.

This turbine is applicable to all heights of fall. It works immersed in the tail-water, so that no part of the fall is lost, and the motion of the wheel is not affected by floods or back-water.

References to places where it is at work will be given on application to the makers.

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Having purchased from the Trustee of the late Firm of W. Charles and Co. the extensive works, with the valuable and improved machinery, are prepared to execute orders for every description of

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Just published, post free for two stamps.

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The most important fact that these alarming complaints may easily be removed WITHOUT MEDICINE is here clearly demonstrated, and the entirely new and highly successful treatment, as adopted by the author, fully explained, by means of which EVERYONE IS ENABLED TO CURE HIMSELF perfectly, and at the least possible cost. Sent free on receipt of two stamps by W. HILL, Esq., M.A., Berkeley House, South-crescent, Russell-square, London, W.C.

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[OCTOBER 5, 1872]

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BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Pershore.	Last paid
1500 Alderley Edge, c, Cheshire*	10 0 0	—	10 16 8.	5 0 5.	Jan. 1872		
20000 Blaen Caerl, s, Cardigan*	1 0 0	—	1 1/4 1 1/4	0 3 0.	0 1 0.	April 1872	
12000 Boscastle Downs, t, c, St. Just*	3 0 0	—	—	0 5 6.	0 2 0.	Oct. 1871	
2000 Botallack, t, c, St. Just	91 5 0	150	140 150	619 15 0.	5 0 0.	Aug. 1872	
5000 Bronfloyd, s, Cardigan*	100 0 0	70	70 75	110 0 0.	2 0 0.	Jan. 1872	
4000 Brookwood, c, Buckfastleigh	1 18 0	—	—	1 17 6.	0 10 0.	June 1872	
6400 Castlew, t, Cumbria	2 10 0	—	—	1 4 0.	0 4 0.	Aug. 1872	
5000 Castle-an-Dinas, t, Cumbria	2 10 0	—	—	0 6 0.	0 2 0.	July 1872	
1000 Cara Brea, c, Illogan	35 0 0	120	155 160	297 0 0.	4 0 0.	Sept. 1872	
2450 Cook's Kitchen, c, Illogan	19 14 9	31	29 31	10 14 6.	1 0 0.	July 1872	
10240 Devon Gt. Consols, c, Tavistock	0 2 0	7	6 1/2 7	116 10 0.	0 12 0.	May 1872	
656 Ding Dong, t, Gylval	49 14 6	—	—	7 0 0.	0 15 0.	Aug. 1870	
4296 Dolcoath, c, Camborne	10 14 10	75	70 75	97 1 8.	1 17 6.	Aug. 1872	
10000 East Balleswiden, t, Sancroft	1 0 0	—	—	0 5 5.	0 5 5.	May 1872	
6144 East Caradon, c, St. Cleer	2 14 6	5	4 1/2 5	14 17 0.	0 3 0.	April 1872	
300 East Darren, t, Cardiganshire	32 0 0	—	—	204 10 0.	1 0 0.	Mar. 1872	
6100 East Pool, t, Illogan	0 9 9	18	16 17	13 1 3.	2 6.	Sept. 1872	
2800 Foxdale, t, Isle of Man†	25 0 0	—	—	79 15 0.	0 10 0.	Mar. 1872	
5000 Frank Mills, t, Christow	3 18 6	—	—	4 8 0.	0 2 6.	Aug. 1870	
3950 Garrow, c, Tavistock	3 10 6	4	3 3/4	0 13 0.	0 5 5.	May 1872	
4000 Glasgow Cara, c* (30,000 £1 p., 10,000 £5 p.)	—	—	—	0 10 0.	0 10 0.	Feb. 1872	
15000 Great Laxey, t, Isle of Man†	4 0 0	—	13/4 13	15 1 0.	0 6 0.	Mar. 1872	
5908 Great Wheal Vor, t, c, Helston	40 0 0	52	54 5/4	5 19 6.	0 2 6.	June 1872	
6400 Green Hurth, t, Cumberland*	0 6 0	—	—	0 9 0.	0 3 0.	Oct. 1872	
10240 Gunnislake (Clitters), t, c	4 19 0	—	—	0 2 0.	0 1 0.	Nov. 1871	
10240 Herodsfoot, t, near Liskeard	8 10 0	22	17 1/2 20	61 10 0.	1 10 0.	June 1872	
6000 Hindston Down, c, Calstock†	0 4 0	—	6 1/2 6 1/2	3 18 0.	0 10 0.	Sept. 1870	
25000 Killarde, s, Tipperary	1 0 0	1	1 1/2	0 2 11/2 0	0 9 0.	Dec. 1870	
400 Lissburne, t, Cardiganshire	18 15 0	—	—	343 10 0.	2 0 0.	Mar. 1871	
2784 Lovell, t, Wendron	3 0 0	—	—	0 4 0.	0 4 0.	July 1872	
9000 Marke Valley, c, Cardigan*	4 10 6	—	5 1/2 4 1/2	7 13 0.	0 2 6.	July 1872	
9000 Minera Mining Co., t, Wrexham*	5 0 0	—	—	61 3 8.	0 10 0.	Aug. 1872	
20000 Mining Co. of Ireland, c, t, *†	7 0 0	—	97/4 98/4	0 8 0.	0 3 6.	July 1872	
6400 New Pembroke, t, c, Par Station	5 0 0	—	—	0 17 0.	0 4 0.	July 1872	
12000 North Hendre, t, Wales	2 10 0	—	—	0 5 0.	0 2 6.	July 1872	
2000 North Leland, t, c, St. Just	10 12 0	17	15 17	4 13 0.	0 12 0.	Sept. 1872	
5610 North Wheal Croft, c, Illogan	3 11 3	1	1 1/2	0 5 6.	0 1 6.	June 1871	
5694 Pean-an-dre, t, Redruth	8 2 0	—	—	0 5 0.	0 5 0.	Nov. 1871	
5000 Penhalls, t, St. Agnes	3 0 0	4	3 1/2 4	0 4 0.	0 4 0.	July 1872	
6000 Phoenix, t, c, Linkinhorne	4 3 4	—	—	39 15 10.	0 11 8.	July 1872	
1772 Polberro, t, St. Agnes	10 0 0	—	—	1 7 6.	0 10 0.	Dec. 1871	
2000 Poldic, t, c, Gwennap	10 0 0	—	—	1 10 0.	0 10 0.	Oct. 1870	
1120 Providence, t, Uny Lelant†	10 6 7	25	21 23	104 12 6.	0 10 0.	Sept. 1872	
15000 Queen, c, Calstock*	0 10 0	—	—	0 2 0.	0 1 0.	Dec. 1870	
12000 Roman Gravels, t, Salop*	7 10 0	18	16 1/2 17 1/2	1 6 0.	0 6 0.	Oct. 1872	
5869 Rosewall Hill and Ransom, t	4 0 0	—	1 1/2 1 1/2	0 14 6.	0 1 6.	June 1871	
10000 Sheldon, t, St. Austell	6 0 0	—	15/4 14 1/2 15 1/2	2 16 0.	0 6 0.	July 1872	
25000 Terras, t, St. Austell	1 0 0	—	—	0 3 0.	0 1 0.	Feb. 1872	
6000 Tincroft, t, Pool, Illogan	9 0 0	—	57/4 58 60	0 3 0.	0 1 0.	Oct. 1872	
4000 Trumpet Consols, t, Helston	5 15 0	16	14 15	9 1 0.	0 10 0.	July 1872	
15000 Van, t, Llanidloes*	4 5 0	40	35 40	8 0 0.	0 14 0.	Oct. 1872	
3000 W. Chiverton, t, Perranzabuloe*	10 0 0	—	73/4 82 9	51 7 6.	0 10 0.	Sept. 1872	
2048 West Wheal Frances, t, Illogan	26 13 9	17	17 1/2 18 1/2	3 7 6.	0 2 0.	Sept. 1872	
400 West Wheal Seton, c, Camborne*	47 0 0	75	65 70	78 10 0.	2 0 0.	Aug. 1872	
512 Wheal Bassett, c, Illogan	1 0 0	—	—	0 3 0.	0 1 0.	Dec. 1871	
517 Wheal Grenville, c, Camborne*	5 2 6	50	40 45	638 10 0.	1 10 0.	Aug. 1872	
2048 Wheal Jane, t, Kew	7 14 8	10	9 9 1/2	0 11 0.	0 2 6.	June 1872	
4295 Wheal Kitty, t, St. Agnes	2 13 10	9	8 9	10 0.	0 7 6.	July 1872	
1024 Wheal Kitty, t, Uny Lelant	5 4 6	15	14 15	8 18 0.	0 10 0.	Aug. 1872	
896 Wheal Margaret, t, Uny Lelant	3 10 6	—	—	14 2 6.	0 5 0.	Jan. 1872	
1024 Wheal Mary Ann, t, Menhenoit	13 17 6	14	12 12 1/2	82 2 3.	0 10 0.	May 1872	
1000 Wh. Mary Hutchings, t, Plympton	12 12 6	—	—	0 8 0.	0 3 0.	Sept. 1872	
80 Wheal Owles, t, St. Just	70 0 0	400	390 400	522 10 0.	4 0 0.	Aug. 1872	
4096 Wheal Uny, t, c, Redruth	1 0 0	—	—	0 2 0.	0 1 0.	June 1871	
10000 Wheal Whisper, t, c, Warleggan*	10 14 6	4 1/2	4 1/2 5 1/2	0 19 0.	0 4 0.	Jan. 1872	
21000 Wicklow, c, su, t, Wicklow	2 10 0	—	—	0 1 0.	0 1 0.	Aug. 1872	
500 Westphalian, s, t, Prussia	20 0 0	—	—	8 0 0.	0 3 0.	Sept. 1872	

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Last Call.
35000 Alamillos, t, Spain†	2 0 0	—	1 1/4	0 18 0.	0 1 0.
30000 Almada and Trito Consol., s, t, *†	1 0 0	1	3/4 1	0 2 9.	0 0 6.
20000 Australian, c, South Australiat	7 7 6	—	1 1/2 1 1/2	0 2 6.	0 1 0.
15000 Birdseye Creek, g, California*	4 0 0	—	3/4 2	0 5 0.	0 2 0.
6000 Bersberg, t, Germany*	10 0 0	—	—	0 3 4.	0 3 4.
20000 Cape Copper Mining, t, So. Africa.	7 0 0	—	26	25 26	0 5 0.
30000 Central American Association*	15 0 0	—	—	0 5 0.	0 5 0.
21000 Colorado Terrible, s, Colorado*	5 0 0	—	—	0 8 0.	0 1 0.
76162 Don Pedro North del Rey†	0 14 0	3	2 1/2 3	0 8 0.	0 1 0.
23600 Eberhardt and Aurora, s, Nevada†	10 0 0	—	6/4 6/4	2 5 0.	0 2 0.
50000 Emma, g, s, Utah (25,000 fully pd.)	20 0 0	23	24 25	1 0 0.	1 0 0.
70000 English and Australian, c, St. Aust.	2 10 0	—	23/4 23/4	3 6 0.	0 6 0.
15000 Ferguson, g, California*	4 0 0	—	—	2 4 9.	0 2 6.
30000 Flaggstaff, s, Utah*	10 0 0	—	—	0 3 0.	0 3 0.
25000 Fortuna, t, Spain†	10 0 0	—	15/4 15 1/2 16 xd.	1 12 0.	0 4 0.
50000 Gold Run, hyd.	2 0 0	—	3/4 3 3/4	2 16 0.	